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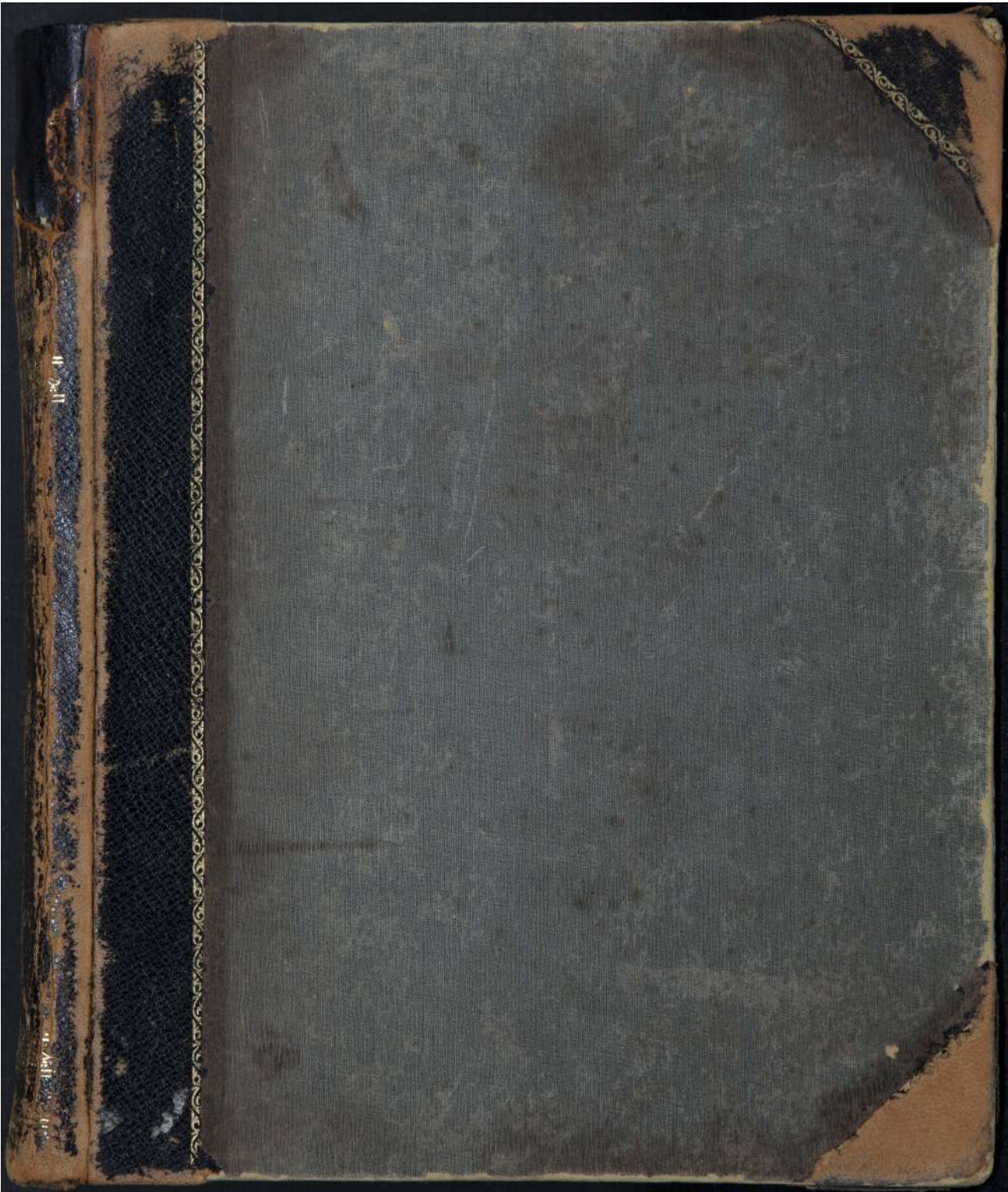
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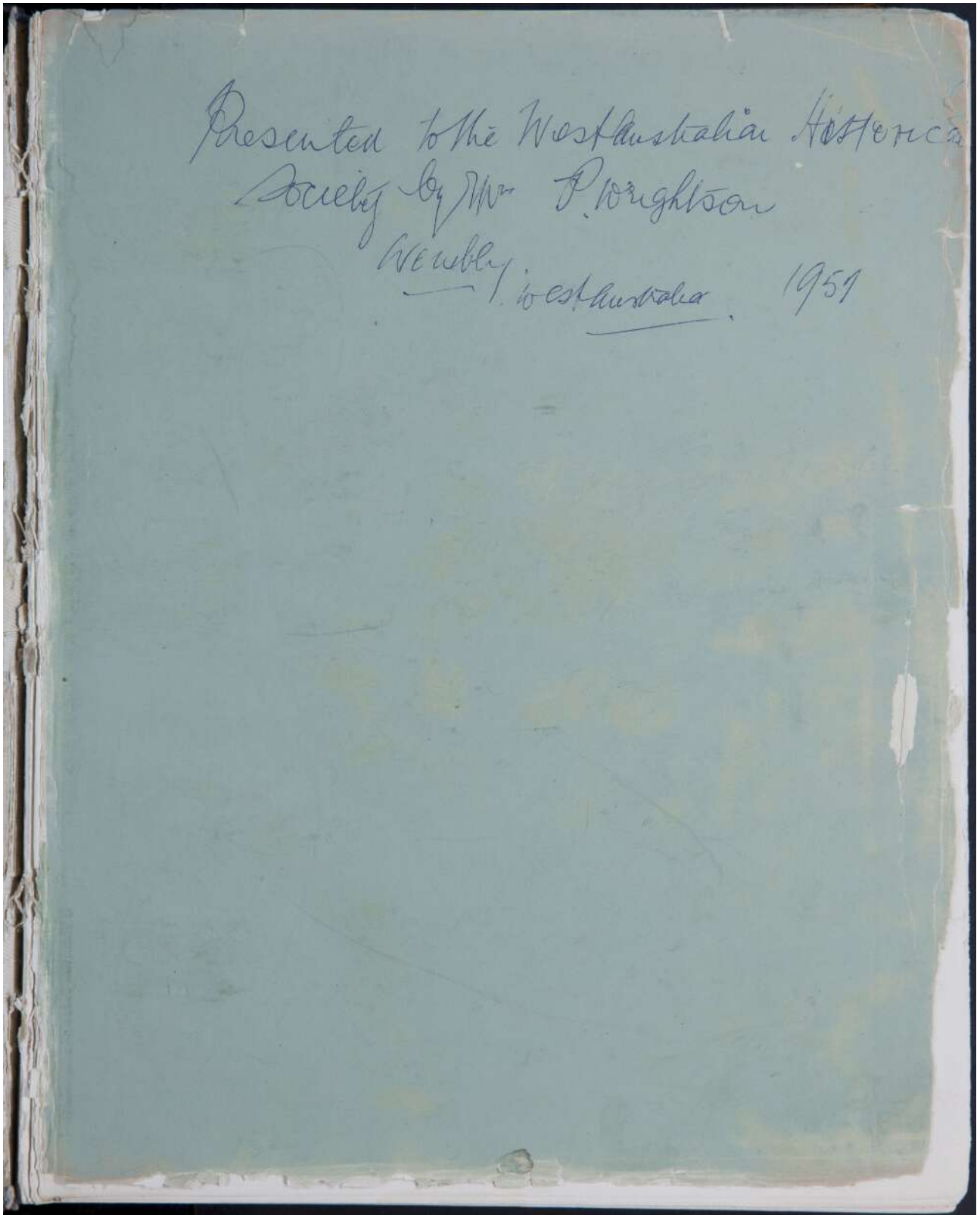
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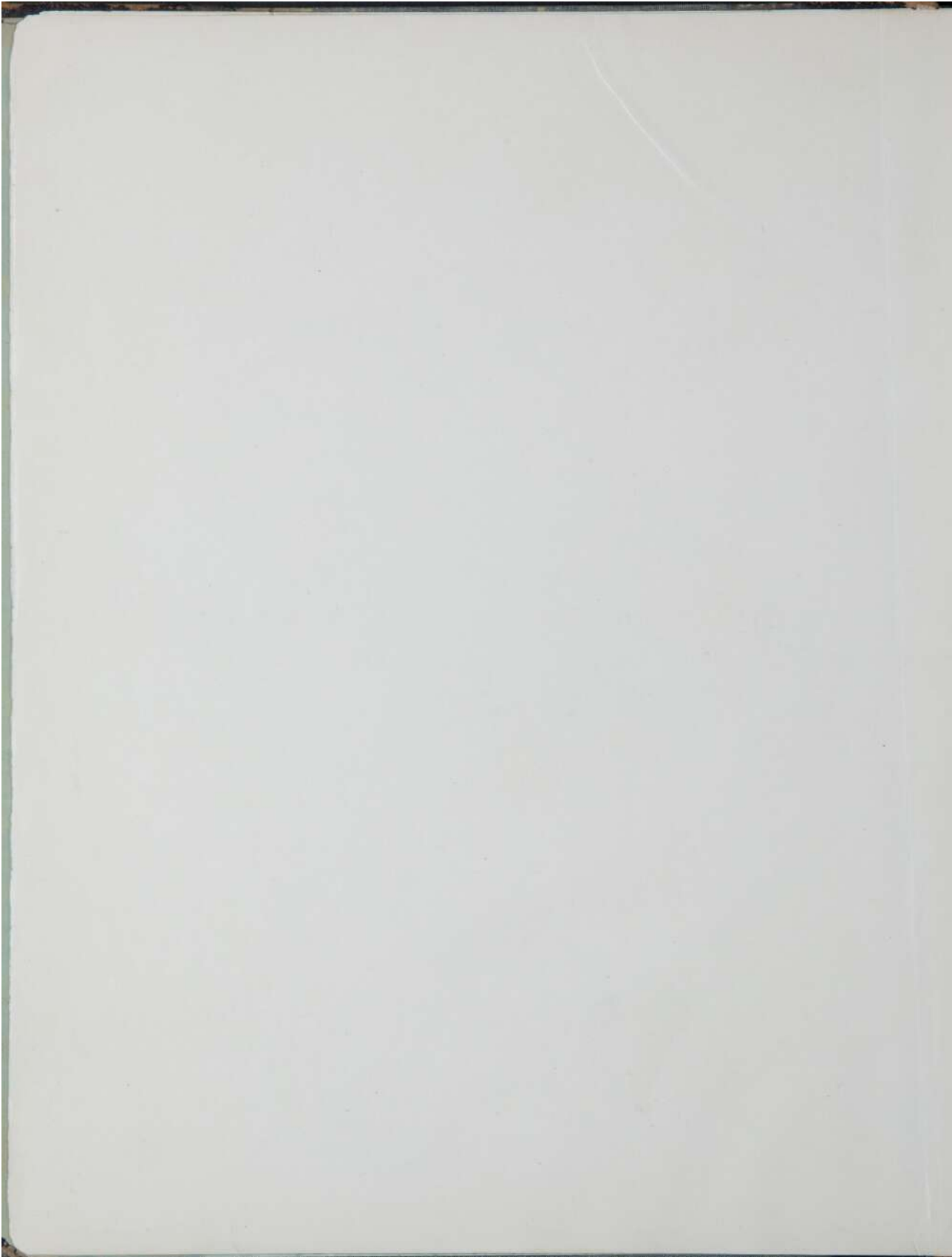












THE  
CYCLOPEDIA OF WESTERN AUSTRALIA

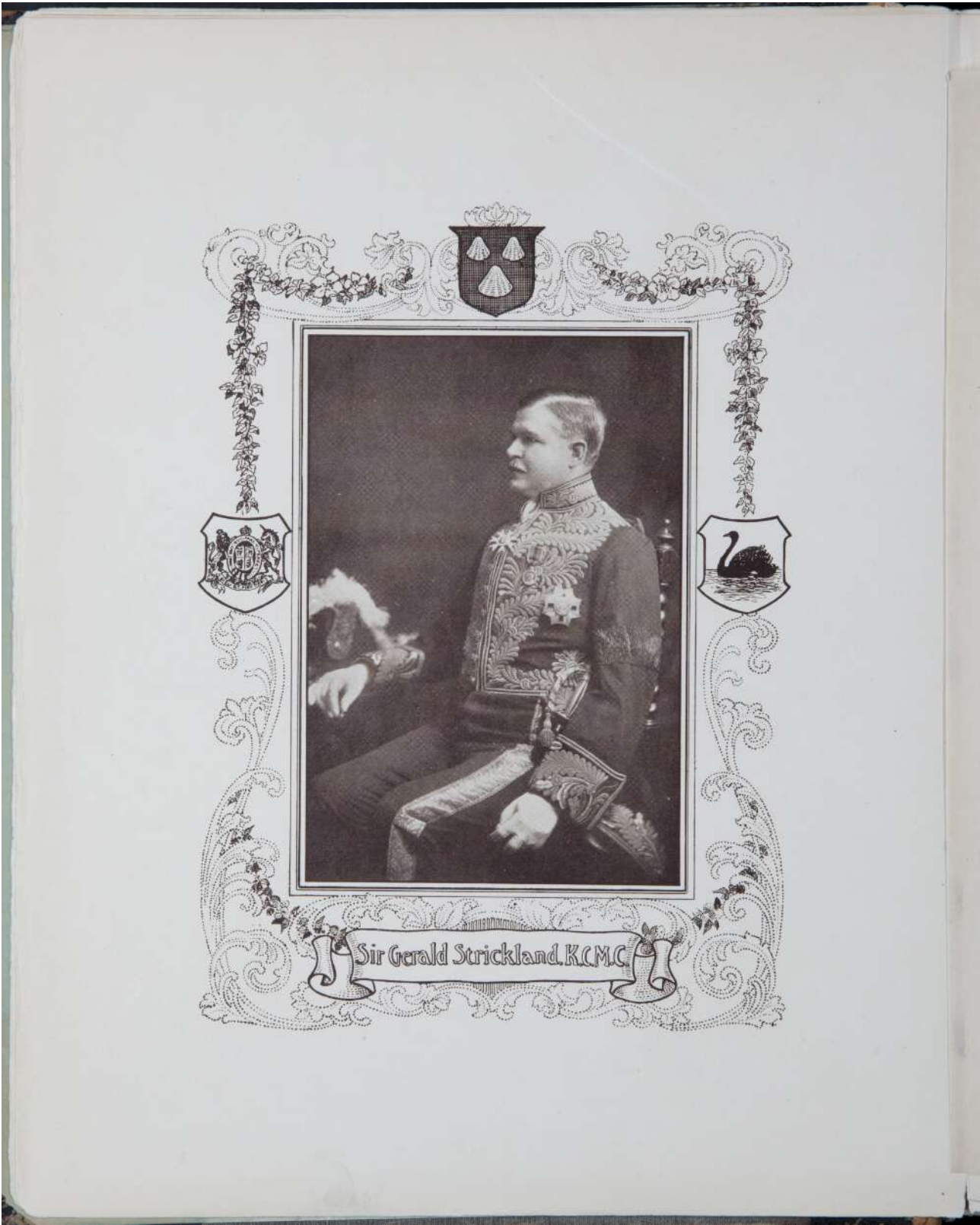
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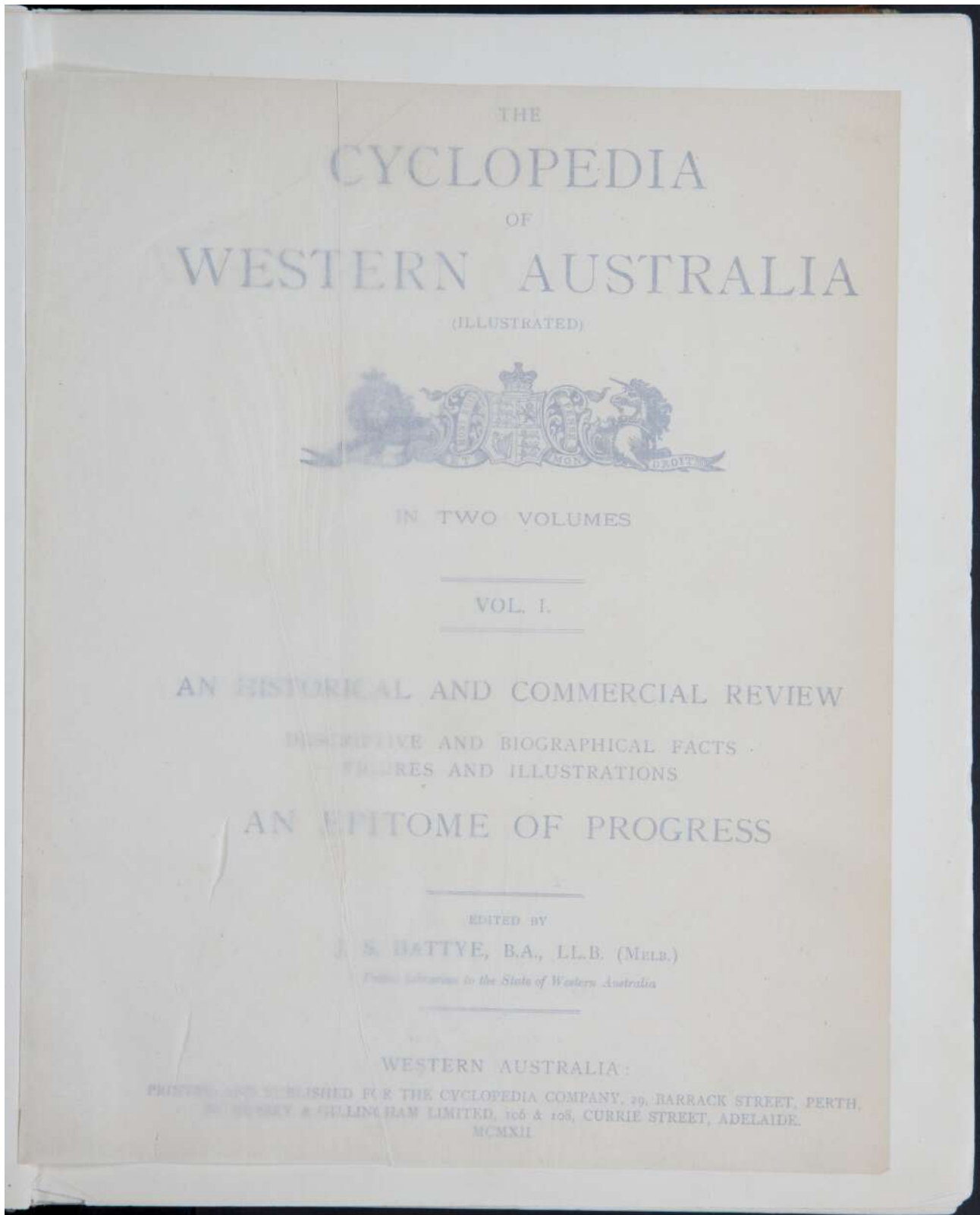
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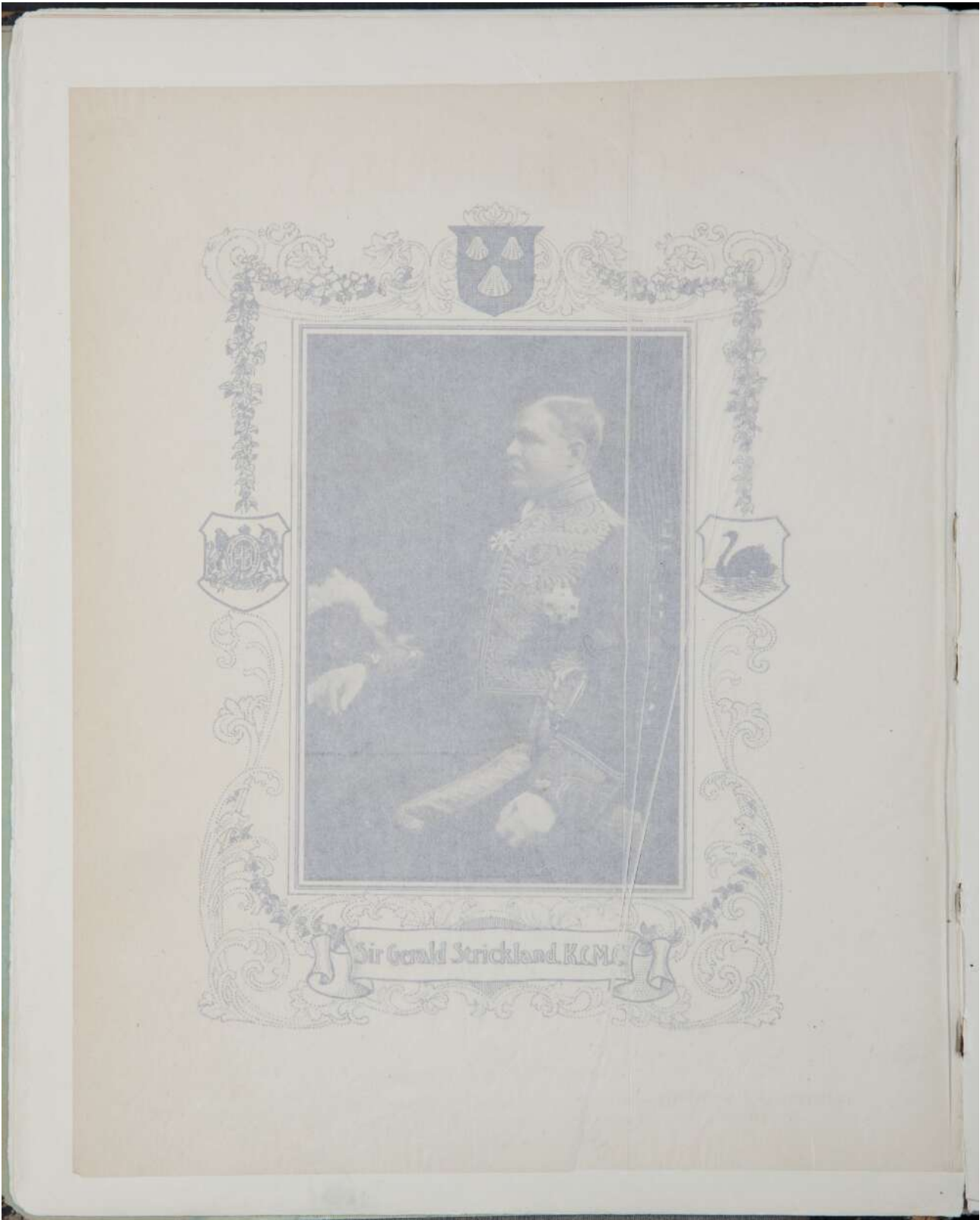












THE  
CYCLOPEDIA  
OF  
WESTERN AUSTRALIA  
(ILLUSTRATED)



IN TWO VOLUMES

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VOL. I.

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AN HISTORICAL AND COMMERCIAL REVIEW  
DESCRIPTIVE AND BIOGRAPHICAL FACTS  
FIGURES AND ILLUSTRATIONS  
AN EPITOME OF PROGRESS

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EDITED BY

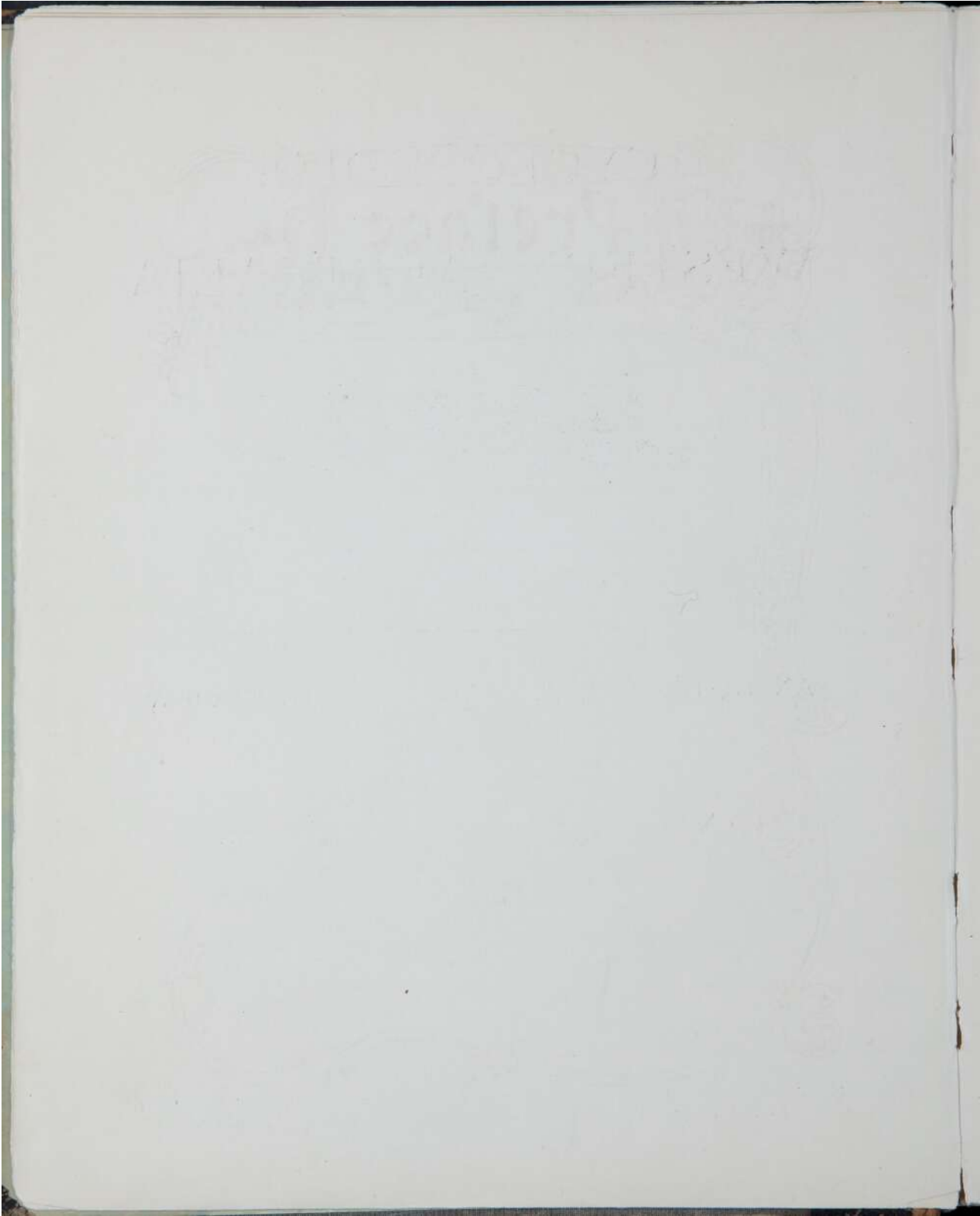
J. S. BATTYE, B.A., LL.B. (MELB.)

*Public Librarian to the State of Western Australia*

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WESTERN AUSTRALIA :

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# Preface

The object of this Cyclopaedia is to present as comprehensive an account as possible of the State of Western Australia in all its varied aspects and interests—historical, descriptive, industrial, agricultural, and other. Twenty years ago the Western State still rested in the mist of obscurity, but when with a touch of the Magician's wand its golden treasures were revealed, a change came o'er the scene, and to-day, in point of importance and prosperity, Western Australia stands second to no State in the great Commonwealth of Australia.

In the compilation of the volume every care has been exercised, and though fully conscious of its defects I have endeavoured so far as possible to avoid error and secure accuracy, so that in the days to come it may be used with confidence as a work of reference. For the historical portion all responsibility must rest with me. Wherever possible I have taken advantage of previous publications, and desire to acknowledge my indebtedness to them all, more particularly to Kimberley's "History of Western Australia," the "Twentieth Century Impressions of Western Australia," Calvert's "Discovery of Australia," Dr. J. E. Heeres' "Part played by the Dutch in the Discovery of Australia," and to the excellent historical summary prepared for the "Year Book, 1905." Newspaper files, official reports, and all those agencies of research open to one with the treasures of a large Public Library at his disposal have also been drawn upon, in the hope of presenting a full and true account of the history of the State.

For contributed articles I am indebted to the Government Geologist for the article on Geology, Mineralogy, and Palaeontology; to Mr. J. J. East for those on the Fauna and Flora; to Mr. C. Battye for those on the Governors, the Federal Parliament, and the Press; to Lieut.-Colonel Collett for that on the Military and Naval Forces; to Mr. J. F. Conigrave for the sketch of the Commerce of the State; to Mr. W. Somerville for the article on Industrial Arbitration; and to Mr. George Stacy for that on the Metropolitan Municipalities. To all these I desire to render my thanks, as well as to the many public officials who have always been ready to render whatever assistance lay in their power, and without whose help the task of compilation would have been extremely difficult.

JAS. S. BATTYE,  
Editor.

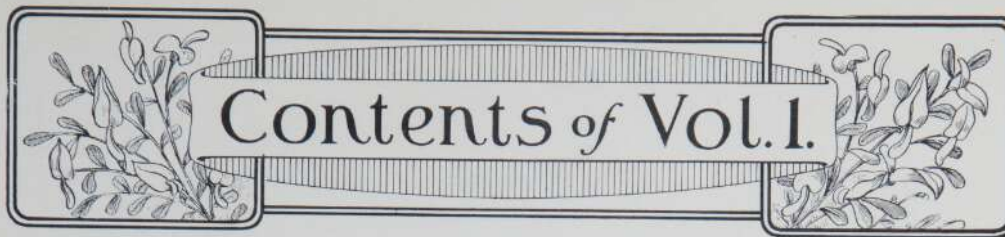


PUBLISHERS' NOTE.

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*While the following pages were passing through the press certain changes occurred affecting the positions held by a few of those whose biographies are recorded. Where these are of sufficient importance the necessary alterations will be made in the Second Volume, in which, too, any errors discovered in the Historical portion will be corrected.*

*Trustee Chambers, 29, Barrack Street, Perth.*



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# The Cyclopaedia of Western Australia.

## THE GEOGRAPHY OF WESTERN AUSTRALIA.

**T**HE colony (now the State) of Western Australia was defined in the instructions issued by William IV. to Captain Stirling as "extending from Cape Londonderry in latitude  $13^{\circ} 44'$  south to West Cape Howe in latitude  $35^{\circ} 8'$  south, and from Hartog Island, on the western coast, in longitude  $112^{\circ} 52'$  to  $129^{\circ}$  of east longitude, reckoning from the meridian of Greenwich, including all the islands adjacent in the Indian and Southern Oceans within the latitudes aforesaid of  $13^{\circ} 44'$  south and  $35^{\circ} 8'$  south, and within the longitudes aforesaid of  $112^{\circ} 52'$  and  $129^{\circ}$  east from the said meridian of Greenwich."

This was altered in some slight measure by the Commission of Her Late Majesty Queen Victoria, dated July 10, 1873, which extended the northern boundary from  $13^{\circ} 44'$  southern latitude to  $13^{\circ} 30'$  southern latitude. Briefly, therefore, Western Australia consists of all that part of Australia, with adjacent islands, lying west of  $129^{\circ}$  east longitude, and is bounded on the west and north by the Indian Ocean and on the south by the Great Southern Ocean.

Though the official designation from the date of colonization has been "Western Australia," the fact that the first settlement (excluding the penal station at King George Sound) and, of course, the seat of government were in the neighbourhood of the Swan caused the new colony to be identified with the name of that river, and it was for some years known, colloquially at any rate, as the Swan River colony or the Swan River settlement.

The coastline seems to fall into two divisions, running north and south of the 18th parallel of latitude. As we go northward from that point we find that it is deeply indented by gulfs, bays, and smaller inlets, while a glance at the map will show the portion to the south stretching out in long lines, almost unbroken by indentations of any kind. The general appearance, too, of the coast seems to change at about the same parallel, and while we go north we see rugged and almost mountainous bluffs; to the south our eyes meet as a rule,

except along the south-west round the Leeuwin, long low-lying stretches of sandy shore raised but little above sea-level. The total length of coastline, taking into calculation the numerous bays and inlets mentioned, is approximately 5,200 miles.

The greatest length of the territory is that measured from Cape Londonderry to Peak Head, amounting to 1,480 miles, while at its broadest part, from Dirk Hartog Island to the boundary of South Australia, it stretches for about 1,000 miles. The area of the whole State is set down as 975,920 square miles, or 624,588,800 acres.

Until a few years ago the only part of the State that could be termed occupied consisted of a narrow strip of about 150 miles in width stretching from Albany to Wyndham, and the greater part of that could boast only of isolated townships here and there along the coast. The large expansion following upon the discovery of gold has, however, made a great difference during the past decade or two, and now there are settled communities, so far as any mining community may be called settled, some 400 or 500 miles inland.

The general contour of the territory north of the 19th parallel of latitude is of a mountainous character, consisting of alternating high and low plateaux, principally sandstone in formation, changing, as we go farther north into the Kimberley and Gascoyne country, to a series of rugged mountains which are to a large extent granitic in character.

South of that parallel the structure is practically a vast plateau of Archæan rocks, giving evidence that this part of the State must have been submerged until the most recent geological epoch. With a fairly steep western face, coming in places to within 20 or 30 miles of the coast, this plateau continues eastward across the South Australian border at a height varying from 1,000 to 2,000 ft. above sea-level. Its most southerly point is right on the coast at Point d'Entrecasteaux, from which it sweeps inward, being separated from the sea along the southern shore by a belt of low-lying sandy country, and by the limestone Nullabor

B

plains stretching along the edge of the Great Australian Bight. The scarcity and uncertainty of the rainfall over the greater part of the plateau, more particularly over that lying east of the 119th meridian, make it unsuitable for settlement of an agricultural or pastoral nature, and the towns and townships that do exist are those which have grown up round the great mining industry.

The coastal areas on the west are principally of a flat and sandy nature, sparsely covered with vegetation, except in the south-west, where we find large forests of karri, jarrah, gum, and other timbers of great commercial value. The southern seaboard is of much the same character until we get farther eastward, where we meet the well-grassed limestone plains between the edge of the plateau and the sea, which await only the discovery of artesian water to make them among the most productive in the State.

There are no mountains of any considerable height in Western Australia. Those best known are scarps of the plateau, rising above the coastal plains. Of them the most important is the Darling Range, which runs almost due north and south from Yatheroo to Point d'Entrecasteaux. It lies about 18 or 20 miles from the west coast, with which it is practically parallel, and though never rising above 1,700 ft. from sea-level exercises a great effect upon the climatic conditions of the most settled portion of the State. The Stirling Range, to the north-east of Albany, forms the western end of the southern face of the plateau. This is the loftiest range in the south of Western Australia, at Bluff Knoll reaching a height of 3,640 ft. Rising abruptly from the plain, perfectly isolated, it is visible for a very considerable distance, and forms the most striking landmark in the southern districts. In the northern part we find the Princess May, King Leopold, and Hamersley Ranges. In the lastnamed we have Mount Bruce, which, possessing an altitude of 3,800 ft., is the highest known point on the western side of the continent. There are no active volcanoes, but extinct craters are said to exist in the neighbourhood of the Princess May Range in the extreme north. All these mountains are fairly close to the coastline. The interior of the State, so far as is known, does not possess any eminence that may be dignified with the title of a mountain. Isolated hills occur at intervals, which from the flatness of the surrounding desert appear unduly prominent, but none of them can boast of an altitude of even 1,000 ft.

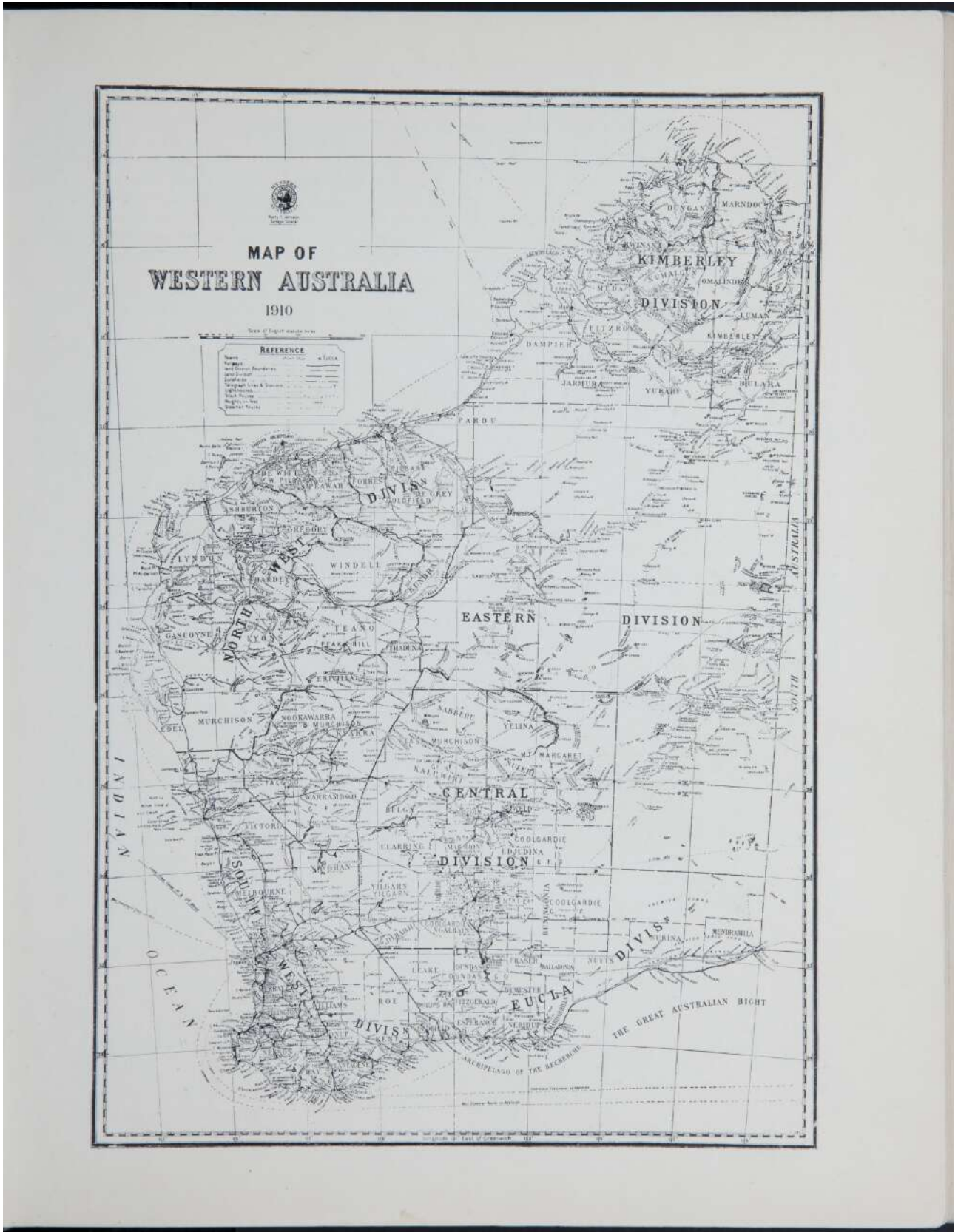
No portion of the continent is so badly provided with rivers as the west. The whole interior, embraced by the plateau previously mentioned, does not possess a single river draining into the sea or into any inland lake. Such rivers as exist in the State are confined to the strip of land between the edges of the tableland

and the sea, and are formed by the drainage from the scarp side of the elevation. Many of them are not able to boast either of considerable length or consistent depth of water, except during the rainy season.

Commencing at the far north, there are (excluding tributaries) the Ord and the Pentecost emptying into Cambridge Gulf, with the Chamberlain and Durack possibly debouching in the same inlet; the Drysdale and King Edward into Napier Broome Bay; the Prince Regent and Sale into bays along the coast; and Charnley into Collier Bay. Coming down the north-west coast we meet the Fitzroy, De Grey, Yule, Fortescue, and Ashburton; along the west there are the Gascoyne, Wooramel, Murchison, Greenough, Swan, Murray, Collie, and Preston. The principal of all these—in fact, the chief river of the State—is the Swan, which above tidal waters is called the Avon. On it are situated the oldest towns in Western Australia, as the colonization of the country was commenced at that point. For a considerable distance from the mouth it partakes more of the nature of an estuary, being subject to tidal fluctuations and the water being consequently salt in character. On the southern coast the principal streams are the Blackwood, Frankland, Warren, Denmark, and Phillips, none of which possesses any characteristics calling for special mention.

There are no lakes worthy of the name throughout the State. As regard the great interior, this may be explained by the arid nature of the country due to the slight and irregular rainfall, and the rapid evaporation of moisture caused by the intense heat of the sun. The so-called lakes of this great region, in many cases considerable in extent, are, except after occasional heavy rains, merely immense salt marshes or claypans. But even between the ranges and the sea, where we might expect to find sheets of permanent water, there are very few, and these, except during the rainy season, are little better than swamps or marshes. Salt lagoons occur in places, but they have little or no economic value.

Owing to the deeply indented coastline north of the 19th parallel of latitude there are innumerable bays, gulfs, and inlets in that portion of the State. To mention them all would be wearisome, but the chief are Cambridge Gulf, Napier Broome Bay, Vansittart Bay, Admiralty Gulf, Montague and York Sounds, Brunswick Bay, Camden Sound, Collier Bay, King Sound, Beagle Bay (at which is established an aboriginal mission), Roebuck and La Grange Bays, Point Walcott, Nickol Bay, and Exmouth Gulf. On the west and south coasts there are Shark Bay, Champion Bay, Cockburn Sound, Koombana, Geographe, and Flinders Bay, King George Sound, and Esperance Bay. While many of them afford safe anchorage, Princess Royal Harbour (within King George Sound) and Cambridge Gulf are





the principal natural harbours, but excellent and commodious artificial harbours have been formed at Fremantle within the mouth of the Swan River and at Bunbury in Koombana Bay.

The most prominent capes along the coast are Capes Domet and Dusséjour, on the opposite sides of the entrance to Cambridge Gulf; Cape Londonderry, the most northerly point of the State; Cape Talbot, at the entrance to Napier Broome Bay; Cape Bougainville to the east, and Cape Voltaire to the west, of Admiralty Gulf; Cape Levêque, at the western entrance to King Sound; Cape Latouche Tréville; Sloping Head, near Nickol Bay, a place of considerable importance to pearl-ers; North-West Cape, forming the western side of Exmouth Gulf; Steep Point, to the south of Dirk Hartog Island, and the most westerly point of the mainland; Capes Naturaliste and Leeuwin, at the south-west corner, that area of extreme danger to navigation; Point d'Entrecasteaux, and Capes West Cape Howe, Peak Head, Hood Point, Legrande, and Arid, along the southern coast.

Along the north and north-west coasts there are islands almost without number, many of which have not been closely examined, but which appear to present the same characteristics as the adjacent mainland. Bigge and Augustus Islands are the largest in extent in the extreme north, and Barrow Island, to the north of Onslow, on the north-west. Opposite King Sound we find the Buccaneer Archipelago, and west of Cossack the Dampier Archipelago, both names reminiscent of that great buccaneering Englishman, William Dampier. On the west coast are Dirk Hartog Island and the Houtman Abrolhos, which share the honour of being the first Australian land seen by civilized man. The latter, which now are noted for guano deposits, were the bugbear of the early navigators, and on them more than one rich Dutch trading vessel came to an untimely end. Opposite Fremantle are Rottneet and Garden Islands, the first of which was named by Vlaming, while the latter was the depot for stores in the infancy of the State. Along the south coast are Chatham Island, Breaksea Island (upon which a signalling station and lighthouse for passing vessels have been erected), and the Recherche Archipelago.

The cities and towns will be more fully dealt with elsewhere: they may be divided into two classes—those that arose gradually after the colonization of the State in 1829 and those that sprang up almost magically after the great gold discoveries of the early nineties. Of the first, Perth (1829), Fremantle (1829), Guildford (1830), Albany (1831), and Northam (1833) stand as types, while of the second, Coolgardie (1893), Kalgoorlie (1894), and Boulder (1896) are prominent examples. How great a part gold has played in the development of

Western Australia may be gauged in some degree from the fact that the largest towns in the State at present are Perth and Kalgoorlie, the capital city and the principal goldfields centre.

From an economic standpoint the geography of the State is such that every indication points to the fact that its development must rest on the great primary industries—mining and agricultural, timber and pastoral, as well as pearling, which is so largely carried on off the coast in the north-west. While the question of rainfall has no connection with either mining or pearling, it is so great a factor in the other pursuits that an article dealing with the geography and physical features of the territory must make some reference to it. That it varies considerably we may readily understand must be the case in a country which stretches well up into the tropics and far down into the temperate zone, with an interior hundreds of miles from the sea, and absolutely devoid of anything in the way of fresh-water rivers or lakes.

In the extreme north we find the abundant rainfall usual in tropical coastal areas, bringing about a luxuriant growth of grass which makes that district so fit a country for the development of every kind of pastoral pursuit. In the south-west the yearly average rainfall varies from 30 to 40 in., according to locality, thus producing those conditions necessary for the growth of large timbers, most of which have a high commercial value. As we go inland the amount of rain rapidly decreases, but it is still sufficient in quantity and so certain of appearance as to make practically the whole western strip extending southward from the 28th parallel of latitude and eastward for over a hundred miles suitable for the production of cereals. Though the fact has been recognized only during recent years the work of opening up this vast area for agricultural development has been so steadily and enthusiastically pursued by the Government that in a very few years the State bids fair to become one of the great wheat- and fruit-producing countries of the world.

We have thus briefly outlined the geography of Western Australia and incidentally referred to her great resources. Captious critics have termed her the Cinderella of the Group, the land of sand and barrenness; but "the wings of dawn are beating at the gates of day."

What is Western Australia? The largest of the six States of the Commonwealth; the nearest to the great Eastern communities; the first and last port of call on the great ocean highway between the Southern and Northern Hemispheres. So situated and so endowed she must in the ripeness of time become one of the greatest of those great free communities privileged to carry on under the Southern Cross the noblest traditions of the British race.

### THE SCENERY OF WESTERN AUSTRALIA.

The knowledge that Western Australia possesses any scenery worth description will probably come as a surprise to everyone outside the State and, indeed, to many within its borders. The opinion so generally expressed by the early navigators who visited the coast that it was a land of sand, sterility, and desolation seems to have become so fixed in the general mind that to dislodge it is an almost superhuman task. The statement of M. Arago at the beginning of the nineteenth century that

the coast exhibited nothing but a picture of desolation; no rivulet consoled the eye, no tree attracted it, no mountain gave variety to the landscape, no dwelling enlivened it; everywhere reigned sterility and death. . . . At the first view you take in an immense distance, but beware of looking for any enjoyment; the search would be merely wasting your strength, without finding the least relief

is merely in slightly different language the description that one and all applied to the country—a description that seems to have been accepted until very recently almost as an article of faith.

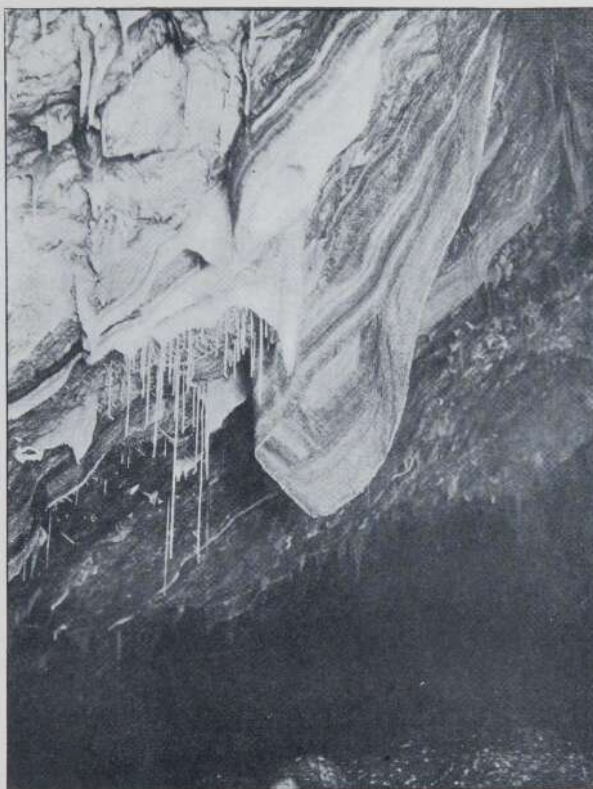
Yet how untrue it is. Certainly we can not boast of snow-capped mountains, of deep ravines with clustering ferns, of mighty waterfalls or broad majestic rivers; but the light and shade of hill and dale, the iridescent blue of an almost perfect atmosphere, the stern and rugged coastline with intermediate stretches of glistening beach, and, above all, those marvellous jewel houses of Nature, the South-West Caves, are our glory and our pride.

If views are wanted, gaze upon the panorama of the Swan unveiled before us from the summit of Mount

Eliza, upon the wonderful bird's-eye view of King George Sound, or upon the forbidding face of Cape Leeuwin, where the icy current of the Antarctic meets the warming glow of the Indian Ocean in riotous and never-ceasing tumult.

In and around Perth itself there is much that not only delights the eye of the visitor, but caters for the pleasure and enjoyment of the citizens. The capital of Western Australia is in many ways more fortunately

situated than any other chief city in the Commonwealth. Sydney, indeed, possesses her wonderful harbour, but Perth can lay equal claim to beauty in her noble and commanding river, the broad stretches of which below the city are unsurpassed for all forms of aquatic sports. How deeply appreciated these are may be seen from a view at any time during the season, when the myriads of yachts make so charming a scene upon the wide expanse of water. Above the city too, in the higher reaches extending into the hills, are spots peculiarly favoured by Nature, scenes of sylvan beauty and of a profusion of delightful flowers that have not yet



FOLDED SHAWL, YALLINGUP CAVE.

gained the attention they deserve. They only await that facility of access which ought to be one of the first efforts of the newly-formed Tourist Department.

Within easy approach of the capital, Rottnest, Mandurah, and Bunbury have many attractions for those who delight to be near the sea, while nearer still the beach at Cottesloe offers to the jaded worker from the city all the pleasures of a seaside resort.

For folk who love the sea and yet desire a cooler

climate than those mentioned can afford the pleasant town of Albany, nestling amid the hills at the head of King George Sound, may be made the starting-point of many pleasant excursions. The Sound itself forms a never-failing attraction. Notwithstanding the fact that there is supposed to be but one beautiful harbour in Australia, there are few more charming experiences to a lover of Nature than to enter King George Sound in the early dawn of a perfect spring morning. All around are rugged hills untouched by art of man, and from the shore is wafted the sweet scent of that glorious blossom of Western Australia, the Boronia. The deep-blue of the water, mingling with the changing colours of the surrounding foliage, aids in completing a scene that is not excelled, if indeed rivalled, in any harbour on the Australian coast.

Those who seek for health and pleasure away from the sea and yet not far from Perth usually find their way to Kalamunda or the Mundaring Weir. Both situated in the Darling Ranges, while they cannot claim that bracing air of higher peaks are still sufficiently

above the level of the plain to afford a pure and revivifying atmosphere. From Kalamunda the valley of the Swan stretches out in a vast panorama, and when the day is clear the outlines of Rottnest Island in the far distance are easily discernible. The great attraction of Mundaring is, of course, the Weir from which the Eastern goldfields and inland towns along the route are supplied with water. Pleasant as a resort at any time, it has an added interest toward the end of winter, when the overflow is so majestic, giving to the tourist the impression of a gigantic waterfall.

But the crowning glory of Western Australia from a scenic point of view rests in her marvellous caves, which those fitted by experience to speak upon the subject have pronounced the equal, if not the superior, of any known to exist. These, as their importance demands, we propose to treat in detail. The principal are those at Yallingup and Margaret River, which, though a considerable distance from Perth, are yet easier of access and more thoroughly opened up than those at Lake Yanchep, less than 40 miles from the capital.

### YALLINGUP AND MARGARET RIVER CAVES.

These wonderful caves are situated in the south-west corner of the State, between the Leeuwin and Cape Naturaliste, in undulating limestone country which skirts the coast at a distance of from half a mile to three miles. The whole of the district extending north and south for some 50 miles is honeycombed with subterranean galleries of marvellous beauty and variety, unrivalled by anything of the kind in Australia.

Though their existence has been known for nearly thirty years little attention was paid to them until very recently. The whole country in the vicinity has now, however, been made a public reserve, and every effort made to explore them and make them available for public inspection and recreation. To reach them it is necessary to proceed by train to Busselton, a pretty little seaside town about 150 miles from Perth. The distance from there to the caves is about 20 miles, made by conveyance over a road that for the greater part of the journey winds in and out among the luxurious peppermint-trees, and then turns off into the forest until it reaches the

#### YALLINGUP CAVE.

so named after a small rivulet in the vicinity. The entrance to the cave is about 250 ft. above the stream, and resembles a slightly inclined tunnel cut through the limestone rock. From the landing at the end of this shaft the cave branches away into two directions.

Immediately on the left we enter the "Theatre," an immense domelike chamber, circular in form and spacious in area, the ceiling of which is beautifully ornamented with thickly-studded stalactites of somewhat massive formation. The proximity of this chamber to the entrance and the consequent atmospheric effects have in some measure dulled the brilliancy of the scene. On the other side a smaller chamber, profusely decorated with a finer and more delicate form of stalactite, forms a marked contrast in its glittering lustre. These two chambers, however, are only the introduction to the marvels of the cave. As we go forward gallery after gallery, each with its own peculiar charm, is opened to our view. Nature has here been particularly lavish, and every chamber is adorned with fragile and fantastic stalactites of every conceivable shape and variety. From the floors rise massive stalagmites, some over 30 ft. in diameter, which have almost the appearance of columns supporting the arches above, so that in whatever part we may be the whole effect is wondrously beautiful and magnificent.

The distinctive feature of Yallingup is perhaps the "Shawl" formation, which admittedly has no equal anywhere. These shawls are varied in colour, some appearing to be pure pearl, while others are striped with cream and scarlet. So regular are the stripes and colours and so natural the folds and fringes that one almost needs to touch them to be sure that they are not actual articles. The most noted is the Folded Shawl, which is

about 6 ft. long and proportionately broad; it is extended as though for inspection, and with its numerous companions round about gives so curious and natural an appearance that the chamber has been named the Shawl shop. Passing on we see in the foreground the Arab's Tent, another shawl formation so cunningly arranged that it seems to be the entrance to a tent. In fact, wherever we go these beautiful shawl formations to which distinctive names have been given hang all round us, the whole producing an effect that is really indescribable. Almost in the middle of the Cauliflower Chamber is a curious freak of Nature. The root of a jarrah-tree growing on the hill above has descended in search of moisture through the hill itself a distance of 50 ft., then the whole height of the chamber (some 40 ft.), and is finally lost in the soil some 30 ft. below the floor. There are many more formations—the Crystal Floor, the Bedford Hall, and others which we cannot here describe in detail. In fact, to give anything like an adequate description of the beauties of Yallingup is almost beyond one's power. To be appreciated they must be seen, and the oftener they are viewed the more marvellous they appear.

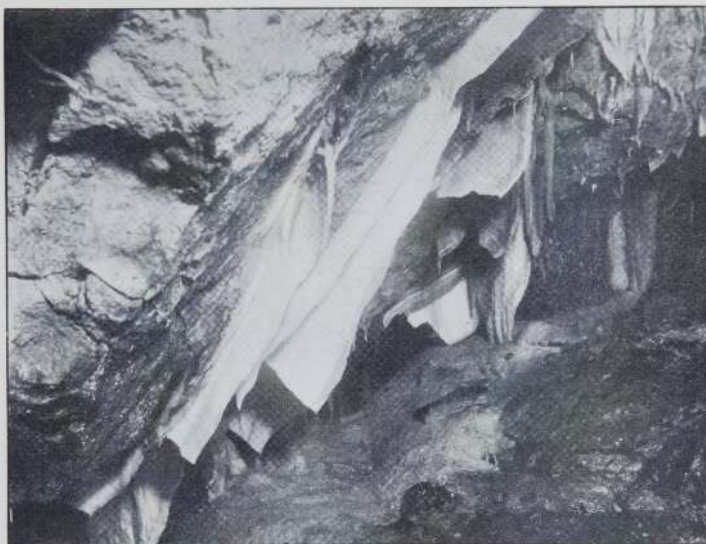
#### MARGARET RIVER CAVES.

These are situated some distance south of Yallingup, and are reached by a further coach journey. They are equally rich in formation, and many of them possess peculiar and distinctive features. In some the entrance itself is unique, while in others, notably the Lake Cave, every part aids in completing an almost perfect picture.

The first cave to be visited is the Wallcliffe, situated close to the mouth of the Margaret River. This is the oldest known cave which the hand of the vandal has not marred. It is rather small in extent, but con-

tains several remarkable figures. The rushes used for lights by those first exploring it have in some measure dimmed the brightness of the stalactites, but it possesses two curious formations known as the Devil's Hand and the Poultry and Fruit Show. To the south of Wallcliffe and on the coast lies the Blackboy Hollow, which contains an interesting formation known as "cauliflower" or "coral." This is soft in character and pure white in appearance, changing to a delicate hue when light is thrown at the back of it. Many of its wonders have received appropriate names—the Organ Pipe, the Queen's Crown, the Broken Column, and the Mammoth stalagmite. The Broken Column is a very fine example of stalactite and stalagmite

having been joined together, only to be torn asunder by some action causing subsidence of the floor. The tint is pale amber, which when combined with the newly-forming white stalactites of the ceiling produces a most charming effect. Next comes the Witchcliffe Cave, one of the smallest and unfortunately the one



ANOTHER VIEW OF SHAWL FORMATION AT YALLINGUP.

that has suffered most from early visitors. It is somewhat difficult to reach the entrance, but extremely easy to explore. Its value lies rather in the extensive view of the country gained from the entrance than from the actual beauty of the cave itself. Perhaps the favourite, and certainly one of the most interesting, of all the caves is the Calgardup. Most of the chambers in this vast cavern are of an indescribable beauty. Within the main dome innumerable stalactites, white and glittering, hang from the ceiling and walls like icicles, while many of the older formations are amber in colour like those of Blackboy Hollow. One of the chief marvels of the cave is the Suspended Dome, a large bell-shaped mass some 5 ft. in diameter suspended in mid-air by a stalactite. This is

to be found at the entrance to the Belfry Chamber, so named from the roots of trees which, like bell ropes, hang from the roof above. The crowning glory is, however, the Meteoric Shower, thousands of pencil-like stalactites of varying lengths, pendent from the ceiling and each tipped with perfect star-shaped terminals, giving the wonderful effect of a permanently arrested shower of meteors.

The Mammoth Cave, as the name denotes, is remarkable for its immensity and also for its age, as shown by the massive nature of its formations. Among its most interesting developments are the Cactus Tree and the Eagle's Wings, both perfect representations in glistening white of the objects after which they are named. In the same chamber are the Cathedral and Organ Pipes, the latter not only resembling an organ in shape, but giving forth clear and melodious sounds when struck.

The gem of the district from a purely artistic point of view is the Lake Cave. Like many of the others, this is reached by a somewhat precipitous descent through a sort of circular hollow, probably at some time in the far-distant past portion of another chamber, judging from the huge pillars supporting arches with discoloured stalactites that still surround it. The actual entrance is extremely narrow, but, once within, we find ourselves in a vast cavern, almost a perfect dome, the ceiling and sides of which scintillate with myriads of pointed stalactites. The principal feature, however, is the Suspended Table, a huge mass 15 ft. by 7 ft., and about an inch suspended by two large stalactites, and reaching to within a couple of feet of the surface of the subterranean lake from which the cave takes its name. By

means of magnesium light the magic beauty of the formation is brilliantly reflected in the calm surface of the water beneath, and the marvellous spectacle, which resembles the dazzling oriental splendours of an Arabian Nights' scene, is in itself sufficient to repay the tourist for the distance travelled to see it. Words are totally insufficient to convey an adequate idea of the sublime magnificence of this great underground treasure-house.

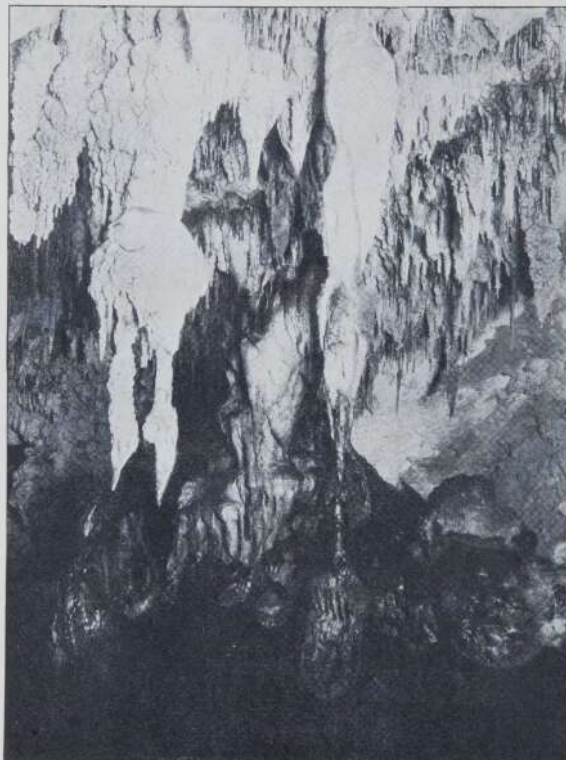
The Bride's Cave and the Giant's Cave have each their special features. The first, which practically consists

of a single chamber, takes its name from a stalagmite in the gloom of the entrance, which to the romantic mind has all the appearance of a charming bride. The latter, as the title implies, consists of a series of gigantic caverns, the principal of which has been called the Fairies' Ballroom.

A great deal of interest attaches to the Golgotha Cave on account of its name, which it owes to the fact that quite recently the skull and part of the skeleton of a human being were discovered in the innermost chamber. The general opinion is that these are the remains of some early Dutch or Portuguese sailor who had either wandered accidentally into the

cave or sought shelter from natives or the weather, and in trying to get out again had strayed farther and farther inward until all hope was lost. The chamber in which the remains were found has been termed the Skull Chamber, and at the head of the stairway leading to it there is a large and beautiful stalagmite some 20 ft. in height, appropriately named The Sentinel.

During this year (1911) a cave known as the Moon-dyne, near Karridale, has been explored and renamed the Coronation Cave. Arrangements are now being



POULTRY SHOW, WALLCLIFFE CAVE.

made to construct the necessary guide rails so that it may be opened to public inspection. In the opinion of the Honourable the Colonial Secretary it is far superior to any cavern yet discovered in Australia, and is situated in a district remarkable for the beauty of its scenery and for the inducements it offers to the sportsman and the tourist.

Although we have mentioned the caves that are open to inspection, they are only a few of the total number existing. No doubt as time goes on and opportunity offers others will be made accessible, and probably beauties even yet undreamt of will be unveiled to view. At present, although the grandeur of the Lake Cave will probably make the most lasting impression, the attractions of each are so distinct in character and so special in charm that comparison is difficult. While for a single effect the universal verdict favours the Lake Cave, to the Yallingup must be awarded the palm for diversity of formation and for displaying the greatest variety of exquisitely-shaped objects of delicate and fragile beauty. We have confined ourselves to what can only claim to be a more or less prosaic description of these marvels of Nature. To attempt even feebly to do justice to their wonderful beauty and incomparable charm requires command of a language more romantic than English and better supplied with superlative expressions. No others known excel them and few, if any, rival them. The far-famed Jenolan Caves of New South Wales do not equal them. If nothing else existed in this State in the way of scenery the caves are alone sufficient to dispel the statement that Western Australia has no natural advantages to interest the tourist and the visitor. All the caves are thoroughly well ventilated, and widely-known medical men of the highest standing in the State have not only expressed the opinion that no constitution can possibly suffer from an exploration of their wonderful and mysterious recesses, but have gone farther and stated that "the country is the ideal health resort of Australia." At Yallingup a commodious and modern hotel—the Cave House—has been erected, and suitable provision for visitors made at Margaret River. Every facility is offered to tourists by the Government in the way of cheap fares and coupons covering all expenses for the round trip. The whole of the caves may be

viewed in five days, and the expenses, inclusive of rail and accommodation charges, need not exceed five guineas. Nothing is left undone in the way of popularizing the district, and it may safely be said there is no part of Australia that will so amply repay a visit.

#### YANCHEP CAVES.

These are not more than 35 miles from Perth and within four miles of the coast. Situated amid the hills, they are picturesquely placed in a district abounding in interest for the sportsman. They are neither so well explored nor so convenient of approach as those farther away from the capital, but there is little doubt that in course of time they will be equally accessible and their beauties as well known. So far as they have been examined they exhibit practically the same features as the caves of the south-west, with which in the opinion of many they need not fear comparison. A feature of some of them is their immense size, chambers having been found that extend from 400 to 600 ft. in length. From the general nature of the country, which the resonance of the ground proves to be honeycombed with caverns, it is more than probable that an extended search will reveal many other caves of possibly even greater beauty. So far the efforts of the authorities have been almost entirely confined to the better known caves of the south-west, but there is no doubt that they might wisely extend their operations and make these interesting curiosities of Nature available to the pleasure-seeker.

Inland scenery of a natural character is no doubt largely wanting in Western Australia. The flat and uninteresting nature of the landscape and the absence of permanent water combine to bring about the general appearance of a desert. But there is a gradually widening belt of country stretching inland from the coast that presents a scene of the greatest importance—the view of cultivated fields, of extensive vineyards and orchards, and of an ever-increasing acreage of wheat—which not only rejoices the eye, but gives solace to the mind in the knowledge that here is something possessing beauty and utility together, bringing prosperity to the State and happiness and comfort to its people.

#### THE CLIMATE OF WESTERN AUSTRALIA.

The first record we have of a scientific climatologist is that of the great astronomer and geographer Ptolemy. He divided the surface of the globe, from the Equator to the Arctic circle, into climates or parallel zones, corresponding to the successive increase of a quarter of an hour in the length of midsummer day.

Climate in its modern acceptation signifies that peculiar state of the atmosphere in regard to heat and moisture which prevails in any given place, together with the meteorological conditions generally, in so far as they exert an influence on animal and vegetable life. The infinitely diversified character which climate dis-

plays may be referred to the combined operation of different causes, which are reducible chiefly to these four—distance from the Equator, height above the sea, distance from the sea, and prevailing winds, which may thus be regarded as forming the great bases of the law of climate. The history of meteorology in Australia may be said to have been inaugurated by the late Sir George Kingston in South Australia in the year 1839. Systematic rainfall observations were continued by this gentleman till 1878, the last 18 years being concurrent with more systematic and complete observations at the Adelaide Observatory.

At Perth no official records of rainfall were taken till 1875, when the observations were commenced at the Government Gardens by the Surveyor-General (Sir Malcolm Fraser), and where they are still continued.

Western Australia covers a vast area of 975,920 miles, and if we extend a line from Albany in the south, latitude  $35^{\circ} 2'$ , to Wyndham in the north, latitude  $15^{\circ} 27'$ , it will be at once seen what a great diversity of climate the largest of the six States of the Commonwealth possesses. In dealing with the climatic conditions of the State the Editor wishes to express his obligations to the State Government Astronomer, Mr. W. E. Cooke, M.A., F.R.A.S., for most of the information contained in this article.

During the first half of last century meteorological observations were confined largely to rainfall only. Systematic observations of pressure, temperature, rainfall, wind, and other meteorological elements began with the foundation of the astronomical observatories in the capitals of the different States. The Perth Observatory owes its birth to the foresight of the Forrest Government in 1896, Sir John Forrest laying the foundation-stone of the principal building. Among the many great observatories of the world few can surpass it for beauty of position or perfectness of equipment.

In taking up the subject of the State's climate generally it will be best to divide it roughly into three parts—(1) The climate of Perth and the south-west and south coastal districts; (2) the climate within the Tropics; and (3) the climate of the interior.

The first division may for practical purposes be considered as bounded by the coastline and also by a straight line drawn from Eucla to Geraldton, but if for the sake of expediency we are to take Perth as representing the whole, certain exceptions will have to be made.

The rainfall is heaviest in the extreme south-west, diminishing thence both northward and eastward. It also falls off from the coast and coastal ranges in all directions inland. Between Bumbury and Albany the summer temperature is considerably cooler than elsewhere. The sea breeze which compensates so much for the oppressive heat of summer in the coastal districts

does not reach far inland. With these exceptions we can regard the climate of Perth as typical of our first climatic division and proceed to discuss it

### PERTH CLIMATE

"Just as there are two distinct types of weather," Mr. Cooke remarks, "so there are two distinct seasons—winter and summer." The former sets in, as a rule, rather abruptly. From May to the end of October may be considered the winter months, and the weather during that period is dominated by the passage of the "highs" and "lows." The average rainfall for each month is as follows:—

	Points.
May ... ..	476
June ... ..	554
July ... ..	604
August ... ..	571
September ... ..	320
October ... ..	205

These figures might convey the impression that Perth is a very wet place during the winter, but the reverse is the fact.

Owing to the tendency for the rain to fall principally in heavy showers and at night, and to the sandy nature of the soil which rapidly absorbs it, the general impression of the Perth winter is that of a succession of fine, bright, calm days, varied occasionally by a severe but brief storm. The weather is, on the whole, delightful, but it may perhaps be too mild. One misses the keen frosty feeling that is experienced in other places, and its absence probably justifies to some extent the popular statement that the climate is enervating.

At night it is frequently cold, July showing an average of five nights during which the minimum thermometer in the screen registers below  $40^{\circ}$ . (As this description of Perth is to be taken as representing more or less the whole of the South-West district, it must be stated that severe frosts are by no means uncommon inland. The coldest parts of the State at night are Southern Cross and Katanning, and here the thermometer frequently falls below  $32^{\circ}$ , especially if exposed to radiation. The mean minimum in the Stevenson screen for July is  $38.7^{\circ}$  at Southern Cross and  $40^{\circ}$  at Katanning.)

Very severe floods have been occasionally experienced at Perth and elsewhere in the past, but for a long time there has been an almost entire absence of these; in fact, during all the years that systematic records have now been kept no great floods have occurred.

The summer does not set in quite so abruptly as the winter. With an occasional hot day in October it commences generally in November, but does not as a

rule become really noticeable until after Christmas. Taking a temperature of 90° in the shade as the criterion of a hot day, we find an average of less than 1 in October, 3 in November, 7 in December, 11 in January, 11 in February, 8 in March, and 2 in April. This number (43 in all) seems rather formidable, but generally the heat is not felt oppressively on account of the short portion of the day during which it lasts on each occasion. On a normal hot summer day a sea breeze always sets in about noon on the coast and reaches Perth about 2 p.m. The temperature then commences to fall, and the evening and night are delightfully cool and pleasant. Occasionally a protracted spell of hot weather is experienced, but even then the nights are generally cool. The longest of these spells without a break occurred in 1896, when the maximum exceeded 90° on every date between January 25 and February 12—19 in all. But the severest heat was apparently in January and February, 1880. The highest reading that has so far been recorded in Perth is 116·7°, which occurred in January, 1878.

Notwithstanding the fact that the monthly means are usually higher than those for the principal cities in South Australia, Victoria, and New South Wales, and that we are in a lower latitude than any of these, the same remark may be applied to the summer climate as to the winter. It appears to be milder than the others. One notices the absence here of those violent changes which are sometimes experienced in the other States. When a cool change comes after a spell of hot weather it seems to steal upon the land gradually. The appearance of soft, watery cumulus clouds in the west generally about sunset announces the arrival of the welcome change. That evening will be cooler than the preceding ones, but not remarkably so, and next day it may be more or less cloudy, but only moderately cool. At night probably a few light showers, and we realize that a definite change has occurred. Whether or not the sudden changes experienced elsewhere act as a tonic it is difficult to say, but at all events they rarely if ever occur in Perth.

#### CLIMATE WITHIN THE TROPICS.

A lengthy description of this is unnecessary; and, unfortunately, our knowledge is derived mainly from coastal stations. The year may be divided into two seasons—wet and dry—the former lasting from the middle or the end of November to the end of March. During this period the weather is very unpleasant, the maximum temperature every day being close to or above 100°. Records of 110° are by no means infrequent, and the thermometer has even reached 120°, the highest reading ever registered in the State being 123° at Onslow in February, 1896.

Thunderstorms, accompanied by heavy rain, are frequently experienced, and it is during this season that the willy-willy occasionally visits the north-west coast. A moderate rainfall can generally be relied upon down to about latitude 20°, but south of that it is uncertain. Sometimes it will be very heavy and at other times hardly a drop will fall. The heaviest ever recorded was 35·49 in. at Whim Creek, near Cossack, on April 2-3, 1898.

The severest drought occurred between June, 1890, and January, 1892, during the whole of which period (20 months) only 73 points of rain were recorded as the mean for the Cossack District.

In the winter months or dry season the climate is considered by the inhabitants to be most enjoyable. An occasional wet day is experienced, but the weather is for the most part fine, clear, calm, and pleasant.

#### CLIMATE OF THE INTERIOR.

It is only within the last few years that any meteorological records have been obtainable from the interior districts of the State, and upon these it is hazardous to found a very definite opinion as to the climate. Up to the end of 1899, for instance, the possible occurrence of such a succession of wet, stormy days as were actually experienced in 1900 would scarcely be credited.

The climate is a mixture of the two already described. Sometimes the tropical rains come across; sometimes the winter storms of the South-West and Southern districts extend well inland, and sometimes both sources of rain fail and a drought ensues. In the summer it is a climate to be endured as patiently as possible. On the Coolgardie goldfields the heat waves are varied by the cool changes which pass from west to east along the south coast; but from the Murchison northwards the heat is very disagreeable indeed, while the inhabitants frequently find all the recognized languages quite inadequate for a description of the flies and dust.

As a kind of compensation, the winter season is delightful. Very little rain falls and the weather is cold, clear, and bracing.

All through the summer occasional thunderstorms may be looked for, and it sometimes happens, as already described, that monsoonal rains come right through this district from the north-west to south-east. The severest and most continuous of which we have any record occurred in March and April, 1900, but geological signs seem to indicate that heavy floods have occurred in past years.

To summarize briefly we may take Perth as a fair and general indication of the climate of Western Aus-



tralia. The climate of Quito, the capital of the South American republic of Ecuador, practically on the line of the Equator, on a plateau over 9,000 ft. above the sea, has been described as the most perfect in the world—the climate of perpetual spring. But its advocates forget the rapid chills at night that cause so much pneumonia, the scourge of these lofty sites.

We have already alluded to the popular impression that the climate of Perth is enervating, yet just as there is no such thing as a perfect man, so from a medical point of view there is no such thing as a perfect climate. But if the climates of the world were grouped together that of Perth and its environs should easily hold its own against them all.

Government publications and the Press of Australia have from time to time clearly shown that our Island Continent climatically and otherwise offers greater

advantages to the settler on the land and the prospective immigrant than does Canada and other portions of our Empire's oversea dominions. But we can go farther and show that the climate of Western Australia has advantages which her sister Eastern States do not possess.

Our soil, as a rule, may be poorer and less uniform in quality, but this deficiency is more than compensated by the regularity of our seasons. We have never had, and from our geographical position can never have, those devastating droughts which periodically visit the eastern portion of the continent.

Thus we never have anything approaching a failure of crops or a decimation of herds such as those failures of Nature which visited the Eastern States in the years 1902, 1903, and 1908, bringing in their train privation, misery, and disaster.

## THE GEOLOGY OF WESTERN AUSTRALIA.

Contributed by A. GIBB MAITLAND, F.G.S., Government Geologist.

### SYSTEMATIC GEOLOGY.

Considering the geographical extent of Western Australia, the numerical strength of the Geological Survey Staff, and the paramount necessity of attention being concentrated upon examinations in and round important mining centres or other districts of potentially economic value, geological inquiry has up to the present consisted merely of a series of unconnected observations, to the co-ordination of which we must look to the future. Despite this circumstance work has now been so widely extended as to permit of a more or less broad, generalized account of the salient geological features of the State being prepared, though no attempt has been made to enter into minute details.

**HISTORY.**—As the preparation of this account is to a large extent based upon the work of previous official geologists it is not out of place to give a succinct account of their labours.

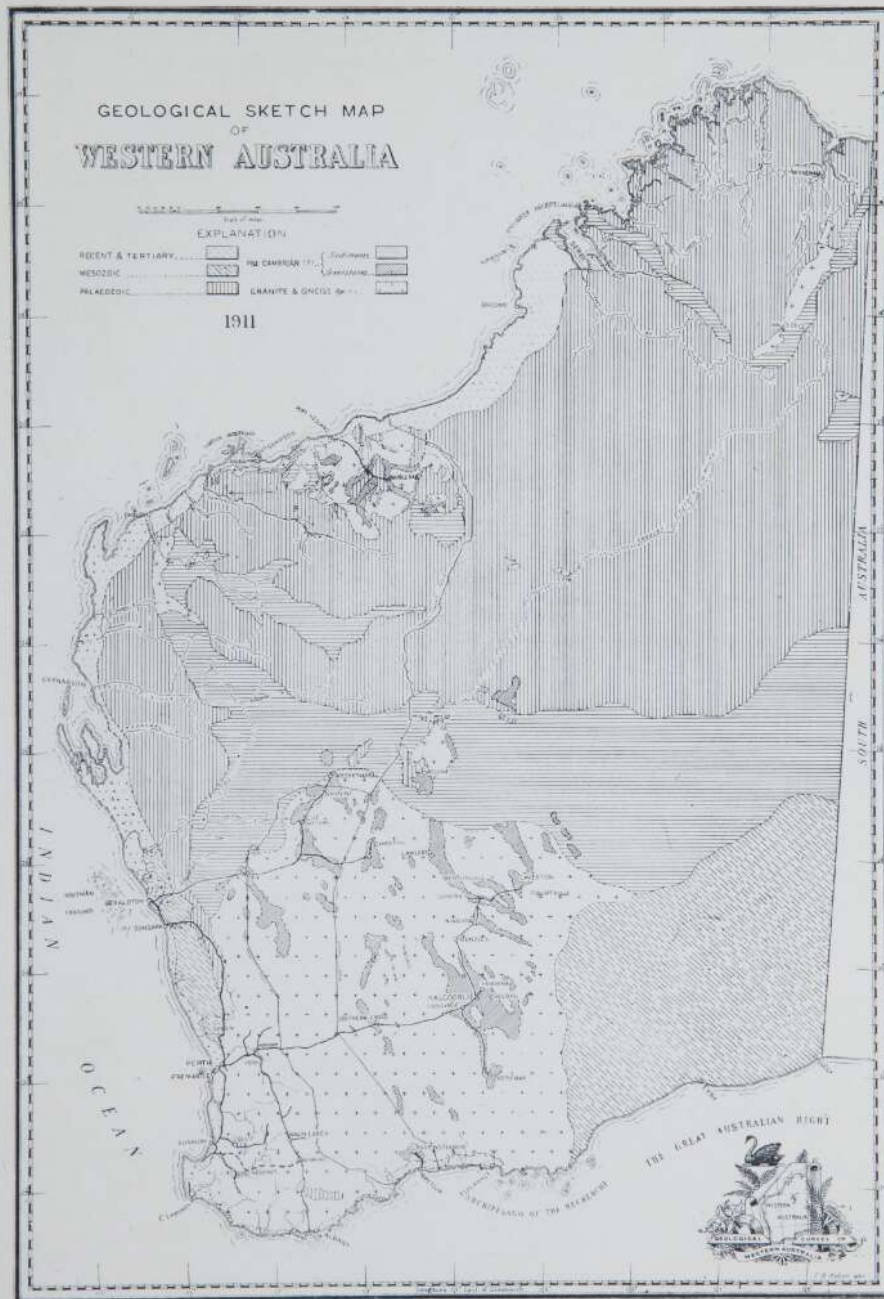
Dr. Ferdinand von Sommer would appear to have been the first official geologist employed in Western Australia. This gentleman travelled extensively throughout the State during the years 1847 to 1851. He geologically examined the Victoria, Toodyay, and York districts, and extended his observations to the country lying between the last named and Mount Barren, on the south coast. Neither the maps nor the reports of this observer have ever been published, although three articles from his pen bearing upon the geology

of the State have appeared in the current literature during the years 1848 and 1849.

After an interval of 21 years, during which much excellent geological work was accomplished by the Gregory Brothers, Mr. H. Y. L. Brown was appointed to the post of Government Geologist. This gentleman during the years 1870 to 1873 prepared three geological maps and ten reports (now out of print), which referred principally to the southern and coastal portions of the State. Mr. Brown's appointment was not continued beyond 1873 owing to the disinclination of the Legislature to expend money on a scientific department.

In 1882—nine years after Mr. Brown's retirement—Mr. E. T. Hardman, of the Geological Survey of Ireland, was appointed to the post of Government Geologist. His labours were confined chiefly to the Kimberley district, in which he was the pioneer geological observer, and his field work carried out during the years 1883-4 laid the foundation of our knowledge of the geology of this portion of Western Australia, and played an important part in the opening up of the State's first declared goldfield. This officer examined the neighbourhood of Bunbury and Blackwood, and the metropolitan area with reference to the question of its water supply from underground sources.

Very shortly after Mr. Hardman's term of service in Western Australia came to an end a motion was brought forward in the Legislative Council in 1885 having for its object "the establishment of a permanent



geological department of the colony. . . .” After a vigorous debate, however, the motion was defeated, principally on the question of ways and means.

The late Rev. C. G. Nicolay contributed in many ways to the knowledge of the geology of the State, and was in charge of the Geological Museum at Fremantle founded by Mr. Hardman, which ultimately became merged into the National Museum.

It was not, however, until 1887 that the Government found itself able to provide the necessary funds for the post of Government Geologist. The appointment was conferred upon Mr. H. P. Woodward, who held the position from 1887 to 1895. During this gentleman's tenure of office he had for his associate Mr. B. H. Woodward, who acted as Curator of the Geological Museum and Assayer to the Department, while in 1893 Mr. S. Göczel was added to the staff as Field Geologist and Mining Engineer. The work of the survey during Mr. Woodward's term of office extended from Albany to Kimberley, though the issue of geological maps in illustration of the various reports seems to have been confined to the later years of the survey. With a limited staff, still more limited appropriation, and the difficulties presented by the vast area of the State the survey under Mr. Woodward was able to issue 21 reports and six geological maps. The work of organizing a more or less systematic geological survey was commenced in 1896, its object being the investigation of the geological structure, mineral resources, mining industries, and underground water supplies of the State. These objects, so far as the resources available will admit, are carried out by means of:—(a) Reconnaissance surveys of those portions of the State about the structure and resources of which little is known; (b) detailed geological surveys of mining centres under active development; (c) chemical and mineralogical examinations of soils, rocks, minerals, and natural waters collected by the field staff, and under certain specified conditions by prospectors and others; (d) palaeontological investigations; (e) the maintenance of a geological museum; and (f) the publication of the data acquired in this way.

TOPOGRAPHY.—In its broader topographical features Western Australia falls naturally into three geographical divisions:—

*The Coastal Plain* consists in reality of a fringe round the coast with a more or less gentle slope to the seaward. The plain is formed for the most part of shallow water deposits, sandstones, conglomerates, and thin shales, with occasionally incoherent sands and clays. The plain has a width of 60 or 70 miles in places on the western coast, though in the country at the head of the Great Australian Bight the plain, absolutely devoid of rivers, extends some 200 miles into the in-

terior. The inner margin of the Coastal Plain reaches an altitude of 600 ft. above sea-level in certain localities. The Coastal Plain is separated from the interior by a belt of Hill Ranges.

*The Hill Ranges* form what may be called the escarpment of the plateau and plains of the interior. They have an average elevation of about 1,200 ft., though isolated ranges reach altitudes of 4,000 ft. above sea-level. This escarpment has either a short or steep slope down to the edge of the Coastal Plain, into which it gradually merges. This belt of country, drained by the rivers of the State, is principally formed of granitic and metamorphic rocks, the decay of which produces excellent soil; it comprises, owing to its rainfall, the principal agricultural districts of the State.

*The Plateaux and Plains of the Interior* consist of a broken tableland, from which rise isolated hills and ridges of metamorphic rocks, often separated by sand-plains of some considerable extent and containing depressions occupied by saline marshes, clay flats, brine lakes, or deposits of salt. There are no rivers and the rainfall is slight. This plateau, which forms the chief mineral region of the State, is mantled by superficial deposits, concealing the underlying rocks, over very wide areas.

PRE-CAMBRIAN, ARCHEAN (?).—The oldest formation in Western Australia is that comprising those granitic, gneissic, and schistose rocks which occupy about one-half of the superficial extent of the State, which is 975,920 square miles, and form the floor upon which the newer strata have been laid down. To the whole of these rocks observers have invariably assigned an Archean age; this, however, is more inferred than proved. There is only one instance on record at the present time upon which this classification may be considered to have been determined by palaeontological evidence. In the Kimberley district certain limestones, sandstones, quartzites, etc., have yielded Lower Cambrian fossils, viz., *Salterella Hardmani* and *Olenellus* (?) *Forresti*; these fossiliferous beds are considered, and may probably be, newer than the gneissic and schistose rocks in the vicinity. So far as observations have at present been carried no actual junction has been noticed between the schists and the fossiliferous strata, and there is nothing already in the evidence available incompatible with the supposition that the talcose and mica schists and other associated rocks represent much more highly metamorphosed portions of the Lower Cambrian strata. In the absence of direct stratigraphical or palaeontological evidence it is convenient for descriptive purposes to adhere to a purely lithological classification and to separate the gneissic, granitoid, and schistose rocks from those in which metamorphism has not been carried sufficiently far to entirely obliterate their elastic character. The great bulk of the interior

plateau is granite and gneiss, the remainder being formed of the metamorphic rocks. The major portion of the surface of the plateau occupied by these granitic rocks forms broad expanses of flat or rolling country from which occasionally rise huge agglomerates of immense boulders of fantastic-shaped "tors." The schists and allied rocks which constitute the auriferous belts of the State occur as broad bands or patches in the granite, and present a characteristic type of scenery. The various auriferous zones, so far as we know them, are arranged in very long bands of varying width, the limits of which are marked by tolerably well-defined parallels in a general north-west and south-east direction. This marked linear arrangement is not only confined to the metalliferous zones themselves, but to their component beds and veins. The outcrops of these more or less parallel elongated strips are due to the folding of the strata which originated during the efforts of the crust of the earth to adjust itself to the contraction resulting from the gradual cooling of the interior.

There are probably few parts of the Australian continent which can boast of a finer development of these older rocks than Western Australia. They consist of rocks of very different types; many of them are in a crystalline condition and form coarse crystalline schists and gneiss, as well as basic rocks, which have been more or less crushed, foliated, and completely converted into greenstone schists. The basic rocks comprise gabbro, dolerite, epidiorite, pyroxenite, hypersthene, amphibolite, etc. In some localities these basic rocks can be seen passing by scarcely perceptible gradations into hornblende schists and allied rocks. Some of these older rocks are of sedimentary origin and are practically unaltered; others are quartz and mica schists, and in certain localities are cleaved conglomerates, some of the pebbles in which consist of a pre-existing conglomerate from a much older series of which no trace has yet been found. The less altered members of these ancient sediments make their appearance in many portions of the State. The rocks consist of a great variety of types of indurated slates, quartzites, and conglomerates, together with igneous rocks, some of which there are good grounds for believing to have been originally lavas and ashes.

A remarkable and very noticeable feature of these older rocks are those bands of laminated cherts and jaspers, which often contain oxide of iron to such an extent as to warrant their being classed as iron-ores. These extend as roughly parallel bands, sometimes several miles in length, in the form of attenuated lenses, which, owing to their serrated ridges, stand out in bold relief, thus acquiring a conspicuousness all out of proportion to their real stratigraphical importance. These bands are often intersected by numerous faults, which in some districts are of considerable economic importance, for it is along these fault lines that rich shoots of gold often occur.

These older rocks are invaded by masses and veins of granite and allied rocks, which in many parts of the State occupy very large areas, sometimes embracing hundreds of square miles. The old granitic rocks are traversed by many large icelike quartz reefs, which rise to considerable altitudes above the surface like a wall, and which can in some cases be traced across country with more or less interruption for miles. These older granitic rocks are of some considerable importance by reason of the fact that they form the matrices of tin and allied deposits in the State.



OUTCROP OF LAMINATED QUARTZITE.

These old Pre-Cambrian rocks are remarkable for the variety of useful and valuable minerals they contain. The plateau in which these older rocks occur has been remarkably quiescent since early geological times, and having had such a peaceful history the areas may be said to possess almost limitless mining possibilities.

CAMBRIAN.—Strata of undoubted Cambrian age are known to occur in the Kimberley district, and were discovered by Mr. E. T. Hardman in 1883-4. In the course of his explorations this observer gathered a suite of fossils which were critically examined by Mr. R. Etheridge, Mr. W. H. Foord, and Dr. Hy. Woodward. Among the *dissecta membra* were the head and spine of a trilobite belonging to the characteristic Cambrian family *Olenellus*, *O. Forresti*, and numerous pteropods, *Salterella Hardmani*. These came from a locality which, unfortunately, cannot now be identified. The strata with which these fossils were associated consist of limestones, sandstones, quartzites, clay slates, and

sandy flags. Very little is known of these Cambrian strata at present. Their superficial area, however, would seem to be extensive, for they have been proved to extend in a north-east and south-west direction from the Burt Range and for some distance to the southward of Mount Dockrell. The strata have been tilted in such a way that the principal axis of folding is north-west and south-east.

No estimate has yet been made of the thickness of these the oldest fossiliferous beds yet found in Western Australia. Despite the poor localization of Mr. Hardman's fossils it may be considered as proved that Cambrian strata do occur somewhere in Kimberley about 18° southern latitude. The discovery of *Olenellus* and *Salterella* in the limestones of the Daly River, in the Northern Territory, is of considerable geological importance, indicating as it does a somewhat wide distribution of Cambrian strata in the northern portion of Australia.

**NULLAGINE SERIES.**—Age undetermined. A formation which has been designated the Nullagine Series, and which cannot be exactly correlated with any defined geological horizon in Western Australia, has a very wide distribution in the North-West Division of the State. The series consists of a great thickness of sandstones, grits, conglomerates, and limestones, some of which are magnesian, together with a series of lavas, ashes, and agglomerates. The formation is of some economic importance, by reason of the fact that the basal members of the series have proved to be auriferous in two localities, *viz.*, Nullagine and Just-in-Time.

The beds of the Nullagine Series make a very prominent feature in the landscape in the districts in which it is developed, and play a very important part in the geology of the north-west. The series may be followed from the Oakover River, across the upper reaches of the Nullagine, the Coongan, and the Shaw Rivers, as far as the western boundary of the Pilbara goldfield on the Yule River, near Cangan Pool, from which locality it can be followed without a break to Roebourne, and southward to the Fortescue River. The same series constitutes the Hamersley Range, which contains Mount Bruce, the highest summit in the State. The Nullagine beds are continuous as far south as the Lyons River, where at Mount Phillips the conglomerate at the base of the series is seen to rest with a violent unconformity upon an uneven floor of ancient crystalline rocks.

In its lithological characters and general behaviour the Nullagine Series bears a very strong resemblance to the quartzites, etc., which constitute that continuous formation which extends from Wyndham to Mount Hart, a prominent summit in the King Leopold Range in the Kimberley Division. This formation as developed in Kimberley consists of a series of quartzites,

sandstones, fine conglomerates, and shales, disposed in a series of broad anticlinal folds. Associated with the sediments is a series of bedded and intrusive igneous rocks, some of which are distinctly amygdaloidal, and contain zeolites and agates in the cavities. Beds of volcanic ash and breccia are common in certain localities. In certain portions of the King Leopold Plateau are many excellent sections showing the intrusive nature of some of the igneous rocks. The sandstones are sometimes altered into hard compact quartzite, portions of which have been caught up in the body of the igneous rock. Other sections indicate quite clearly that some of the igneous rocks have found an easy passage along the bedding planes of the sedimentary rocks, and evidently occur in the form of sills. The lavas are traversed by almost vertical dykes of epidosite, which are traceable across country for long distances; while both the sedimentary and igneous rocks are intersected by numerous segregation veins of quartz, some of which are of considerable size and horizontal in extent.

The recognition of the position of the beds of the Nullagine Series in the stratigraphical succession is of considerable importance: the entire absence of fossils throughout the series renders correlation extremely difficult. The beds forming the King Leopold Plateau have been claimed by previous observers as being of Cambrian age. If the lithological and stratigraphical resemblance between beds of the King Leopold Plateau and those of the Nullagine Series, as developed in Pilbara and the Ashburton, should prove to possess greater significance than at present appears, a Cambrian age for the Nullagine Series would have strong claims to acceptance.

**SILURIAN.**—The occurrence of Silurian rocks in Western Australia has been more inferred than proved. Mr. F. J. Gregory described in 1861 certain rocks occurring in the Mount Barren Range as being probably of Silurian age, though the evidence upon which this determination was based was not given. The strata forming the Stirling Range, which lies about 50 miles north of Albany, have been claimed as Silurian. The beds consist of quartzites, sandstones, and shales, the whole being traversed by quartz veins; they are highly folded, contorted, and faulted in places. According to the researches of Mr. H. P. Woodward the rocks at the western end of the range, near Mondinup, have been thrown into three sharp anticlinal and synclinal folds, in a distance north and south of about ten miles, by a lateral compression from the south.

The strata chiefly developed in the Leopold and Mueller Ranges of Kimberley have been provisionally classed by Mr. E. T. Hardman as Silurian, more on account of their lithological character than on any stratigraphical or palaeontological evidence. The beds

consist of pure crystalline quartzites, indurated grits, and quartzose conglomerates, interbedded with purple slates and soft sandstones. Much detailed fieldwork is, however, required before the occurrence of undoubted Silurian rocks can be considered to have been definitely proved in Western Australia.

DEVONIAN.—The occurrence of Devonian rocks has as yet been definitely proved only in one district of the State—the Kimberley Division, where this formation appears to be largely developed. The beds consist of hard grits, conglomerates, indurated limestones, and shales, associated with which are contemporaneous lava flows, breccias, and ashes. In the Napier Range the Devonian rocks are represented by solid crystalline limestones, with at the base of the formation a calcareous breccia and conglomerate. These beds are seen in the Barker River Gorge to pass beneath a series of sandstones and shales of what are believed to be Carboniferous age.

PERMO-CARBONIFEROUS.—The Permo-Carboniferous rocks cover a wide extent of country and bid fair to become of considerable economic importance. There are four regions in which fossiliferous Permo-Carboniferous rocks are known in the State, *viz.*, Kimberley, Gascoyne, Irwin River, and Collie districts.

The beds as exposed in the Kimberley district are divisible into a lower or limestone series (in which limestones predominate) and an upper or sandstone series (made up largely of sandstones and other sedimentary beds). The two series are seen to succeed each other conformably in the Haughton Range. Both series have yielded a rich assemblage of fossils. The Kimberley Carboniferous beds underlie nearly the whole of the so-called Great Sandy Desert, which extends from the Ninety-Mile Beach westward to the Northern Territory frontier.

The Gascoyne beds cover a very large area between the 22nd and 26th parallels of southern latitude, and



JUNCTION OF METAMORPHIC AND DEVONIAN ROCKS, ELVIRE RIVER.

Among the fossils found in the Napier Range beds are a Coccoostean fish, a new species of *Proctus*; remains of *Loxonema*, sp.; *Euomphalus*, sp.; *Rhynchonella*, allied to *R. Timorensis*; *Pachypora*, sp.; *Phillipsastraea*, sp.; and *Goniatites*, sp., which clearly indicate a Devonian age for the strata.

The following fossils have also been found occurring in the Kimberley Devonian rocks:—

ANTHOZOA. *Cyathophyllum vergatum*, Hinde; *Phillipsastraea*, sp.; *Favosites Goldfussi*, Edw. and Haime.

BRACHIOPODA. *Productus*, sp.; *Atrypa reticularis*, Linn.; *Rhynchonella cuboides*, Sow.; *R. pugnus*, Martin; *R. cf. Timorensis*, Beyr; *Spirifera Musakheylenensis*, var. *Australis*, Foord.

GASTROPODA. *Goniatites (Brancoeras)*, cf. *rotatorius*, De Kon.

CRUSTACEA. *Proctus*, sp. nov.

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excellent sections of them may be seen in the valleys of the Wooramel, Gascoyne, Lyons, Minilya, and Lyndon Rivers. Like their representatives in Kimberley, the strata are divisible into an upper or sandstone and a lower or limestone series. The sandstone series, which is seen resting conformably upon the limestone, is well exposed in the Corandibby, Kennedy, and Moogooloo Ranges. These Permo-Carboniferous rocks have been pierced in the pioneer borehole at Pelican Hill, near Carnarvon, which had been carried down to a depth of 3,011 ft. These strata, which comprised calcareous shales and limestone, were encountered beneath the fossiliferous mesozoic rocks at a depth of 1,406 ft.; and continued to the bottom of the borehole, which, however, was not carried deep enough to reach the floor of more ancient rocks upon which they rest.

Interbedded with these Permo-Carboniferous rocks

is a very persistent boulder bed, the component pebbles of which are covered with striae of such a nature as to suggest that they owe their origin to ice action. Sections occur which show that this bed does not attain any great thickness, and that it is crowded with pebbles and boulders of granite, etc., embedded in a calcareous, fossiliferous matrix, which contains fragments of *Spirifera*, *Productus*, and *Polyzoa*, in addition to *Aviculopecten tenuicollis*. The fossil contents imply a marine origin for the boulder bed. It, therefore, can hardly be a glacial moraine, and it is more than likely that the materials were transported by floating ice, which deposited its burden on the sea floor. Wherever seen *in situ* it has been found that this glacial boulder bed (the Lyons Conglomerate) does not lie quite at the base of the Permo-Carboniferous rocks as developed in Western Australia. The Lyons Conglomerate marks an important geological horizon, which has been proved to extend for a distance of about 200 miles.

In the Irwin River district the Permo-Carboniferous rocks present an uninterrupted series of shales, clays, and sandstones, with occasional beds of limestone which are arranged in a very broad anticlinal fold, the axis of which trends generally north and south. About the middle of the series there occurs a zone of argillaceous limestones, containing a heterogeneous collection of striated boulders such as ice action alone can produce. The stratigraphical position of the boulder bed shows the horizon to be interbedded with marine strata, the equivalents of those in the Gascoyne.

The Collie River beds, which attain a thickness of at least 2,000 ft., are of considerable importance by reason of the fact that they contain coal seams to a total thickness of over 140 ft. The beds, which cover an area of about 500 square miles, consist of shales, sandstones, and grits. The boundary of the field is, with one local exception, everywhere defined by faults, one of which has been estimated to have a downthrow to the north-east of at least 2,000 ft. The Collie River beds have yielded the following plants:—*Glossopteris browniana*; *G. browniana*, var. *indica*; *G. browniana*, var. *communis*; *G. browniana*, var. *angustifolia*; *G. browniana gangamopteroides*; and the following Foraminifera: *Endothyra*, *Falvulina plicata*, *Bulimina truncatulina haidingeri*, and *Pulvinulina exigua*.

The Permo-Carboniferous rocks of Western Australia have yielded a rich assemblage of fossils, among which are:—

RHIZOPODA. *Nubecularia Stephensi*, How.

ANTHOZOA. *Amplexus pustulosus*, Hudl.; *A. Selwyni*, De Kon.; *Cyathophyllum depressum*, Hinde; *C. virgatum*, Hinde; *Pleurophyllum Australe*, Hinde; *P. sulcatum*, Hinde; *Alveolites obscurus*, De Kon.; *Hexagonella (Erectinopora) crucialis*, Hudl.; *H. dendroidea*, Hudl.; *Syringopora reticulata*, var. *patula*.

CRINOIDEA. *Actinocrinus*, sp.; *Platycrinus*, sp.

TUBICOLA. *Spicorbis ambiguus*, Flem.

BRYOZOA. *Fenestella plebria*; *F. fossula*; *Polypora Australis*, Hinde; *Protoretzpora ampla*, Lonsd.

BRACHIOPODA. *Aulosteges Baracoodensis*, Eth. fil.; *Chonetes Pratti*, Davidson; *Derbyia cf. senilis*, Phill.; *Orthis cf. Michelini*, Martin; *Orthotetes (Streptorhynchus) senilis*, Phill.; *Productus brachytharus*, Sow.; *P. cf. Cora*, d'Orb.; *P. cf. margaritaceus*, Phill.; *P. scabriculus*, Martin; *P. semireticulatus*, Martin; *P. pugilis*, Phill.; *P. subquadratus*, Morris; *P. tenuistriatus*, De Vern; *P. Foordi*, Eth. fil.; *P. undatus*, Defr.; *Strophalosia Clarkei*, Eth. fil.; *Strophomena analoga*, Phill.; *Actinocoenobus cf. planosulcatus*, Phill.; *Cleiothyris (Athyris) Macleayana*, Eth. fil.; *C. var. Baracoodensis*, Eth. fil.; *C. Roysi*, Lev.; *Cyrtina carbonaria*, var. *Australisica*, Eth. fil.; *Diclusma (Terebratula) nobilis*, Eth. fil.; *D. sacculus*, Martin; *D. Lastata*, Sow.; *D. amygdala*, Dana; *D. cymbaliformis*, Morris; *Reticularia crebristrata*, Morris; *R. lineata*, Martin; *Rhynchonella (Hypothyris) cuboides*, Sow.; *R. pleurodon*, Phill.; *R. pugnus*, Martin; *Seminula subtilita*, Hall; *Spirifera avicula*, Sow.; *S. convoluta*; *S. disjuncta*, Sow.; *S. glabra*, Martin; *S. Hardmani*, Foord; *S. Kimberleyensis*, Foord; *S. lata*, McCoy; *S. Musakheylensis*, var. *Australis*, Foord; *S. striata*, Martin; *S. Stutchburii*, Eth. fil.; *S. triangularis*, Martin; *S. respertilio*, Sow.; *Syringothyris exsuperans*, De Kon.

PELECYPODA. *Aviculopecten multiradiata*, Eth. pèrè; *A. spreuti*, Johns; *A. tenuicollis*, *Cardiomorpha oblonga*, Sow.; *Dellopecten (Aviculopecten) Illawarensis*, Morris; *D. tenuisulcus*, Dana; *D. leinaformis*, Morris; *D. subquinquelineatus*, McCoy; *Myalina Mingenewensis*, Eth. fil.; *ParaRelodon (Palaearca) subarguta*, De Kon.; *Stutchburia cf. Randzi*, Eth. fil.; *Pleurophorus (Pachydomus) carinatus*, Morris.

GASTROPODA. *Baylea (Ivania) Levellii*, De Kon.; *Bellerophon costatus*, Sow.; *B. decussatus*, Flem.; *Ptychomphalina Maitlands*, Eth. fil.

CEPHALOPODA. *Colonautilus Chesterensis*, De Kon.; *Discites cf. Omalianus*, De Kon.; *Gastrioceras Jacksoni*, Eth. fil.; *G. sphaericum*, Goldf.; *Agathiceras micromphalum*, Morris.

CRUSTACEA. *Phillipsia grandis*, Eth. fil.

PISCES. *Edestus Davisi*, H. Wood.

JURASSIC. The Jurassic rocks of the State have a fairly wide extent, especially in the Champion Bay district, near Geraldton. Rocks of this age have also been recorded from Shark Bay and also from Cape Riche to the east of Albany. From this latter locality *Ammonites (Perisphinctes) Championensis*, sp. nov., has been recorded, but there is some doubt as to whether or not this specimen has been correctly localized, or that it really came from Champion Bay. The Champion

Bay beds cover a fairly large area of country to the south, in the neighbourhood of the coastline. They are seen to rest with a marked unconformity on the Permo-Carboniferous rocks of the Irwin River valley. They also extend northward, having been met with at Shark Bay and on the Gascoyne River, near the Kennedy Range. The Jurassic beds of the State are represented by colitic limestones, clays, sandstones (which are often ferruginous), grits, conglomerates, and lignites. Some of the ferruginous sandstones contain abundant plant remains. As a rule the strata are horizontal or but gently undulating, and have probably been deposited along the then coast during a long period of depression. No estimate can as yet be made of the thickness of the Jurassic beds; they have, however, been pierced by four boreholes in the Champion Bay district which have proved the thickness to be not less than 2,000 ft. The plant remains occurring in these beds near Minginev seem to indicate that the beds are the equivalents of those at Talgai and Rosewood, in Queensland. The beds have yielded a rich Jurassic fauna, including the following:—

CRINOIDEA. *Pentacrinus*, sp.

TUBICOLA. *Serpula conformis*, Goldf.

BRYOZOA. *Bryozoa*, sp.

BRACHIPODA. *Rhynchonella variabilis*, Schl.; *Rhynchonella solitaria*, Moore.

PELECYPODA. *Arca*, sp.; *Alectryonia*, *Ostrea*; *Marshi*, Sow.; *Avicula aequalis*, Moore; *Avicula (MacCoyella) Barklyi*, Moore; *Avicula echinata*, Sow.; *Avicula iniquivalvis*, Sow.; *Avicula Munsteri*, Bronn.; *Otenostreon (Lima) pecteniformis*, Schl.; *Cucullæa inflata*, Moore; *Cucullæa oblonga*, Sow.; *Cucullæa semistriata*; *Cucullæa tibradonensis*, Eth. fil.; *Gryphæa*, sp.; *Hinnites*, sp.; *Lima Gordonii*, Moore; *Lima proboscidea*, Sow.; *Lima punctata*, Sow.; *Modiola Maitlandi*, Eth. fil.; *Mytilus cf. gygerensis*, d'Orb; *Nucula*, sp.; *Ostrea tholiiformis*, Eth. fil.; *Pecten calous*, Goldf.; *Pecten cinctus*, Sow.; *Pecten cf. frontalis*, Dum.; *Pecten Greenoughiensis*, Moore; *Pecten valoniensis*, Defr.; *Pecten cf. vesicularis*; *Perna*, sp.; *Plicatula*, sp.; *Radula (Lima) duplicata*, Sow.; *Trigonia Moorei*, Lycett; *Trigonia costata*, Clarke; *Gresslya donaciformis*, Phill.; *Myacites liassianus*, Gueust; *Myacites Sanfordii*,

Moore; *Pholadomya ovulum*, Agassz; *Pleuromya*, sp.; *Astarte apicalis*, Moore; *Astarte Cliftoni*, Moore; *Cardium*, sp.; *Cypriocardia*, sp.; *Isocardia*, sp.; *Lucina*, sp.; *Opis*, sp.; *Panopæa (Glycimeris) rugosa*, Moore; *Tancredia plana (?)*, Moore; *Teredo (Pholas) Australis*, Moore; *Unicardium*, sp.; *Dentalium*, sp.; *Amberleya*, sp.; *Phasianella*, sp.; *Pleurotomaria Greenoughiensis*, Eth. fil.; *Trochus*; *Turbo Australis*, Moore; *Turbo levigatus*, Sow.; *Cerithium Greenoughiensis*, Moore; *Chemnitzia*, sp.; *Nerinea*, sp.; *Rissoina Australis*, Moore; *Actæon depressus*, Moore.

CEPHALOPODA. *Nautilus perornatus*, Crick; *Nautilus sinuatus*, Sow.; *Ammonites lautus*; *Ammonites Walcottii*, Sow.; *Ammonites (Dorsetensia) Clarkei*, Crick; *Ammonites (Dumortieria) Moorei*, Lycett; *Ammonites (Macrocephalites) macrocephalus*, Schl.; *Ammonites (Perisphinctes) Championensis*, Crick; *Ammonites (Perisphinctes) robiginosus*, Crick; *Ammonites (Sphaeroceras) semior-natus*, Crick; *Ammonites (Sphaeroceras) Woodwardi*, Crick; *Ammonites (Stephanoceras) Australis*, Crick; *Ammonites (Normannites) Australis*, Crick; *Belemnites canaliculatus*, Schl.; *Belemnites Canhami*, Tate; *Cythere corrosa*, var. *grossepunctata*, Chap.; *Cythere drupa-cera*, var. *fortior*, Chap.; *Cythere lobatula*, Chap.; *Cytheropteron Australiense*, Chap.; *Lotoconcha elongata*, Chap.; *Lotoconcha Jurassica*, Chap.; *Paradotrhyncha foveo-lata*, Chap.

PLANTÆ. Cf. *Araucaria peregrina*, Kurr; *Cunninghamites Australis*, Ten.-Woods; cf. *Pagiophyllum*, sp.; *Otozamites Feistmanteli*, Zigno; fern fronds and seed-vessels.

CRETACEOUS.—The presence of Cretaceous strata in Western Australia appears to have been known for pretty well half a century, having been first recorded by Mr. F. T. Gregory as occurring near Gin Gin. This same observer stated that the Cretaceous strata were the most extensively developed of the sedimentary rocks of Western Australia, and that the beds were very closely connected with the Jurassic rocks of the Greenough River. The boundary between the two series, however, has not as yet been satisfactorily traced.

Fossiliferous Cretaceous rocks have been proved in



GLACIATED GRANITE BOULDER, EMBEDDED IN BLUE CLAY, IRWIN RIVER



three districts, *viz.*, Eucla, the Metropolitan Area, and Gin Gin, and there are good grounds for believing that beds of this age occur in the valleys of the Gascoyne, Lyndon, and the Minilya Rivers.

The results of the recent boring in that enormous limestone plateau which extends from the South Australian border to the neighbourhood of Israelite Bay has proved the occurrence of Cretaceous strata lying beneath the Eucla limestone, which is supposed to be of Eocene age. In bore No. 3, put down at the 337 miles 61 chains peg on the surveyed route of the Western Union Railway, at an altitude of 576 ft. above sea-level, the following strata were passed through:—Eucla limestone, 603 ft.; shales (sometimes glauconitic), 667 ft.; fine and coarse sandstone and conglomerate, 74 ft.; and granite, 28 ft.; the total depth of the bore being 1,372 ft. The beds beneath the limestone have yielded two of the most characteristic fossils found in the lower Cretaceous strata of South Australia and Queensland, *viz.*, *Aucella Hughendensis*, Eth.; and *MacCoyella Carbiensis*, Moore, together with portions of a bivalve shell, possibly *Fissilunula*, which is found in the lower Cretaceous beds of Eastern Australia. There is, therefore, little doubt that the strata pierced in No. 3 bore are the equivalents of the Rolling Downs beds of Queensland.

In view of this discovery it is important to note that Cretaceous rocks occurring as table-topped hills were noticed in 1893, in the country to the north of No. 3 bore, by the geologist attached to the Elder Exploring Expedition.

The Cretaceous rocks of Gin Gin consist of a white chalky limestone without flints, which passes downward into a greenish glauconite marl, and below that into a clay shale. Above the limestone is a bed of very ferruginous sandstone, the whole series dipping to the northward at an angle of 8° to 9°.

A series of fragmentary fossils was collected in 1903, and contained *Ostrea*, allied to *O. vesicularis*, Lam.; a crushed *Magellania*; a doubtful *Terebratulina*; an undescribed *Serpula*, allied to *S. Bognoriensis*; spines of two species of *Phyllocanthus*, together with a fragment of *Placunanomia*. There were in addition thirty-seven species of *Foraminifera*, eight of which are confined to Cretaceous strata elsewhere and four to the upper Tertiaries, while the other twenty-seven are known to have existed in Cretaceous times. A further collection was obtained by Mr. W. R. Philbey in 1897, and although not in good condition is now undergoing critical examination. The collection comprises spines of Echinoderms, three genera of Brachiopoda, fragments of Lamellibranchs, two genera of Cephalopoda, one *Croceras*, (?) and a shark's tooth *Odontaspis*-like in shape. There seems little doubt that the

Gin Gin chalky limestone and its associated beds are of the Cretaceous age.

Farther north, in the neighbourhood of Dandaragan, is a belt of white chalky limestone, at the base of which lies a phosphatized bone bed, which there seem some sound reasons for believing to be the northern extension of the Gin Gin beds.

TERTIARY.—Owing to the absence of valuable mineral deposits the Tertiary strata have not as yet received much attention at the hands of the Survey.

The basal beds of what are believed to be Tertiary strata are seen to rest unconformably on the eroded surface of the Jurassic beds in the Champion Bay district. The beds consist of limestones, sandy shales, and sandstones, which form a relatively narrow strip of country along the coastline.

Similar strata occur at Shark Bay and to the southward of Perth, extending as far as the South Australian border, where the chalky limestone that bulks largely in the formation contains fossils which seem to point to its being of the Eocene age.

In the south-western portion of the State the Tertiary strata are associated with basaltic lavas as well as basaltic dykes. These basaltic lavas may be seen at Bunbury, at several places in the Blackwood River, at Black Point on the south coast, and near Silver Mount between the Warren and Donnelly Rivers. They were also cut in two of the bores put down in the search for petroleum on the Warren River.

In the Kimberley Division basic lavas and ashes occur in great force. These Tertiary lavas and ashes appear in the valleys of the Ord and the Bow Rivers to have levelled up the depressions formed therein, except certain knife-edged ridges of the older rocks which still protrude above the general level. On the Behn River, just above what is known as the Gorge, a dome or puy of basalt, which apparently formed one of the focii from which some of these lavas issued, has been described.

At Norseman remnants of an extensive dolomitic limestone formation at an altitude of 900 ft. above sea-level and 100 miles distant from the coast have been discovered. This bed at Norseman contains species of *Turritella*, allied to *T. terebra*, Pecten, *Cardium* (or *Cardita*), *Magellania*, and fragments of *Polyzoa*.

LATERITE.—No account of the geology of Western Australia would be complete without some reference to that extensive development of residual deposits which occur in nearly all portions of the State and for which the term laterite has been adopted. The laterites consist largely of hydrated oxide of iron and alumina, producing on the one hand deposits of iron ore, and on the other bauxite. In some localities the deposition of secondary silica in the lateritic deposits produces what are practically quartzites. These, by an increase in the ferruginous colouring matter, pass into a jasperoid form

of laterite. There are thus three forms of laterite: an aluminous, a ferruginous, and a siliceous, the composition being liable to vary considerably over a small area, it being governed largely by the nature of the underlying rocks. The laterites pass gradually into the underlying rocks without any sharp line of demarcation. The ferruginous and siliceous laterites are much commoner than the aluminous variety. This arises from the fact that the former types are better able to resist disintegrating influences; they thus not only remain themselves, but act as a protecting cover for the rocks beneath. The lateritic deposits occur as disconnected outliers which once formed part of a continuous deposit. It is difficult to escape the conviction that the laterites are of some geological antiquity, of which

(a) Veins and lodes; (b) alluvial deposits; and (c) residual deposits.

The metal itself has been found to occur under several different conditions, *viz.*, (a) native metal; (b) compounds with tellurium and other elements; and (c) in association with other minerals.

Since the first discoveries the gold yield of the State has increased very rapidly. In 1886 an output of 270 fine oz. followed the discovery of the Kimberley goldfield. Since that date the production gradually increased until the year 1903, when it reached 1,962,360·83 oz., from which the yield steadily declined to 1,470,632·02 fine oz. The total gold yield, however, up to the close of 1910 was 23,077,599·63 fine oz., valued at £98,027,412.



LIMESTONE CLIFFS, NEAR TWILIGHT COVE, EYRE.

possibly the thickness and state of consolidation may be some measure. On such geological evidence as is available the laterites seem to be of earlier age than Late Tertiary, though there is but little doubt that similar deposits are forming at the present time in the State.

#### ECONOMIC GEOLOGY.

**GOLD.**—The auriferous deposits of Western Australia, which up to the end of 1910 have been responsible for the production of 23,077,599·63 oz. of fine gold, when viewed in the light of their geological relationships, are divisible into three distinct classes:—

The alluvial gold won in Western Australia is, so far as is disclosed by official figures, 254,864·52 fine oz. The yield reached its zenith in 1898, when 66,849·27 fine oz. were recorded, while in 1910 it totalled 5,725·85 oz. Ultimately the alluvial deposits will become exhausted, though it is more than likely that fresh discoveries may yet be made and thus add to the yield from other sources.

The auriferous deposits of the State occur in areas generally as more or less parallel belts of relatively narrow lateral dimensions, though in certain localities they occur as small isolated areas or patches. These narrow, well-defined belts have a general north-west and

south-east direction. The geological formations in which the gold deposits of the State occur are among the most ancient in Western Australia, and possibly among the oldest of all the formations of the Australian continent.

The distribution of the major portion of the auriferous deposits is in relatively narrow parallel belts, having an almost identical trend, which coincides with that which make up the fundamental complex of the plateaux of the interior. Wherever the auriferous deposits have been examined it has been invariably found that granite or rocks allied thereto are of frequent occurrence, either immediately contiguous to the lodes or sufficiently near to have exercised some influence on the genesis of the gold. In some fields the auriferous veins are closely associated with, and appear to pass gradually into, pegmatite dykes or rocks of similar character.

In addition to the gold derived from quartz reefs, lode formations, etc., the conglomerates at the base of the Nullagine Series have been mined in two localities—Nullagine and Just-in-Time. The auriferous bands occur throughout a thickness of 300 ft. of grits, sandstones, and conglomerate, which form the lowest portion of the series. Those portions of the strata which have proved to be gold-bearing are those largely impregnated with the oxides and sulphides of iron which lie between a well-marked fault and a greenstone dyke. Mining operations have up to the present time been confined exclusively to the oxidized zone and to very limited and shallow depths. The gold in this deposit is a secondary and not an original constituent of the conglomerates.

The deepest gold mines in Western Australia are now more than 2,600 ft. below the surface, and show little diminution in the value or the size of the lodes. There are no reasons for believing that the lodes of the State have, even at the greatest depth yet attained, by any means reached the limits of ore deposition, or that the lodes will not prove productive in depth.

**COPPER.**—The history of mining in Western Australia began with the discovery of the Waneranooka copper lode at Northampton in the year 1842. Since that date copper mining cannot be said to have made continuous progress, though the State's total production of copper ore amounts to 139,392·58 tons, valued at £849,966.

Copper ores, however, are plentifully distributed throughout the length and breadth of the State, but so far, on account chiefly of their not carrying any gold, have been worked only in a few districts, notably Marble Bar, West Pilbara, Ashburton, Lawlers, Nannine, Day Dawn, Yalgoo, Northampton, Yandanooka, Mount Morgan, Mount Margaret, Menzies, East Coolgardie, and Phillips River.

The principal sources of copper ore have been in the districts of West Pilbara, Mount Morgan, and the Phillips River; the largest output 57,308 tons being from Phillips River, 47,857 tons from Mount Morgan, and that of West Pilbara 32,806 tons.

The Phillips River field consists of a series of highly metamorphic sedimentary beds, associated with a complex series of crystalline rocks, the whole being uncomformably overlaid by a newer, though still old, series of sandstones, quartzites, and conglomerates. The crystalline rocks are of igneous origin and range from granite to serpentine with their foliated or schistose varieties.

The lodes of the field, which strike east-north-east and west-south-west, are of two types, the first being basic cupriferous dykes and the second siliceous and ferruginous deposits, which apparently fill leaching channels along the rock joints. Many of the deposits give promise of being of fair size but of low grade, while the remainder, which attain considerable dimensions, promise to yield a large quantity of lowgrade ore suitable for concentration. The field may be expected to produce a fair quantity of copper ore in the future as systematic mining operations proceed.

The Mount Malcolm Copper Mine at Eulaminna (late Anaconda), in the Mount Morgan district, has yielded nearly one-third of the copper production of the State. The whole of the mineral belt is greenstone, with quartz, jasper, and ironstone veins, which show little or no copper at the surface. The ore channel has been opened up at three points in a length of 1,300 ft. The ore has been concentrated into zones of enrichment, in reality bonanzas, three of which have been worked at the surface by open-cuts for lengths of 130, 110, and 200 ft. and to depths of 30, 20, and 180 ft. in width, and in value from 5 to 70 per cent. The oxidized zone, rich in carbonates, extends downwards to the ground water-level, which varies from 90 to 110 ft., and below this the ore changes into black sulphides with iron pyrites. Nothing very definite is known of the exact geological relationships of this important copper deposit.

The West Pilbara field has been a large producer of copper, which, however, has been obtained principally from one property—the Whim Well Copper Mine. This copper lode has proved to be the largest and richest ore body yet discovered in Western Australia in the oxidized zone. The country rock in which the deposit is situated is a weathered talcose schist, the foliation of which runs a little north of west and south of east. The ore deposit is a very flat-lying lode, conforming to the bedding of the enclosing schist country. The lode is traceable for at least 50 chains in length and has been cut into by a number of open-cuts and workings from shallow tunnels. These have

proved the ore body to be irregular in thickness, varying from 2 to 30 ft.

There are many other promising copper lodes in the West Pilbara field which cannot be worked owing to the fact that at the present ruling price of copper only ores of a value between 20 and 30 per cent. will pay to work on a small scale.

Copper deposits other than those mentioned cover a wide extent of country, and under more favourable mining conditions seem to be capable of yielding in the future a considerable quantity of copper ore.

**LEAD.**—The production of lead in Western Australia, though at one time giving indication of rising to the dignity of an important industry, has not come up to the highest expectations owing to much of the ore not containing sufficient silver to pay for extraction. The year 1848 saw the first discovery of lead ore on the Murchison River, at what is now known as the Geraldine River. The chief sources of supply have been from the mines in the Northampton district, which produced practically the whole of the lead ore in the State. Up to the close of 1910 33,644 tons of lead ore valued at £364,756 have been exported from that district, while up to the same date 602'85 tons of lead ore, containing 290 tons of metallic lead valued at £3,811, have been reported to the Mines Department.

The lead ores of the Northampton district are found in the ancient crystalline rocks which make up the fundamental complex. These are traversed by a series of basic dykes, which bear an intimate relation to the lead lodes.

Lead ores also occur in the Ashburton district, and a deposit of some promise has been more or less perfunctorily worked at Uaroo. The ore deposit of Uaroo lies just to the west of the junction of a large area of granite, which occupies an extensive tract of country in this portion of the State. The ore-bearing area of Uaroo is occupied by one geological formation, which consists of a continuous series of sedimentary rocks, some bands in which have undergone more or less

mechanical deformation. The beds consist of quartzite and phyllite, which have a steep dip to the north-east. The lead lode is a quartz reef of very variable dimensions which runs generally north and south. The deposit has yielded up to the close of 1910 1,224 tons of lead ore (chiefly galena), which has been valued at £10,863.

It is more than probable that other lead lodes will be actively exploited when transport and other expenses have been materially reduced.

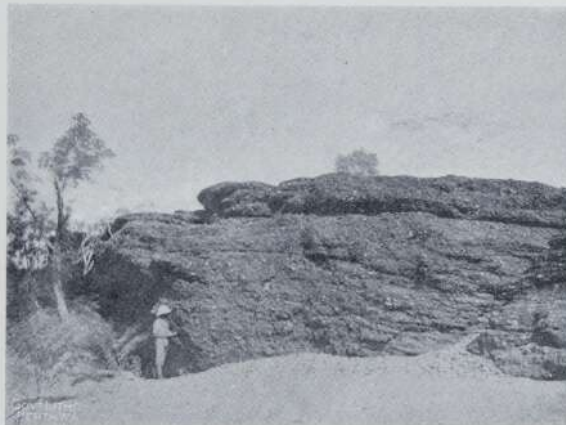
**TIN.**—The development of the tin deposits of the State has been considerably retarded by conditions tending against operations on a large scale. Such disadvantages, however, are in some localities being gradually overcome.

The total quantity of tin ore raised in Western Australia up to the close of 1910 amounts to 12,252

tons valued at £920,011. Tin appears to have first been discovered in Western Australia toward the end of 1888, and has since been found to occur in several widely separated localities in the Kimberley district, the Pilbara goldfield, the Thomas River in the Gascoyne Valley, the Murchison, Coolgardie, and Greenbushes.

There are, however, only two districts in the State from which any considerable output of tin has been reported—Greenbushes and the Pilbara goldfield. From the former locality 7,635'99 tons of tin ore have been raised, of which 7,486'05 tons represent the yield of stream tin and 149'94 tons of lode tin. Pilbara has produced 4,614'69 tons of tin, of which amount 4,327'47 tons represent the output of stream tin and 287'22 tons of lode tin.

Wherever the tin deposits of Western Australia have been examined they are invariably found to fall naturally into two distinct geological categories:—(1) Superficial deposits, which include (a) the alluvial deposits and (b) the residual sands, gravels, etc.; and (2) deposits in country rock, which embrace (c) tin-bearing granite and allied rocks and (d) tin-bearing dykes.



BASAL CONGLOMERATE (NULLAGINE SERIES), GOONANARRINA POOL, SHERLOCK RIVER.

The alluvial deposits are the most important of any yet opened out in the State, having yielded 11,815.04 tons. They vary very largely in nature and range from an extremely hard ferruginous conglomerate to a stiff clay or loose sand or gravel. The tin stone in the first named is often extremely coarse, though generally one-tenth of an inch or less in diameter, while that in the softer material is almost uniformly fine. Assays of ten samples of this class of ore from the Greenbushes field varied from '9 up to 33.3 per cent. of the metal, the average being 10.1 per cent. The associated minerals are quartz, kaolin, limonite, ilmenite, tourmaline, tantalite, stibiotantalite, garnet, zircon, gold, magnetite, rutile, and topaz. On the Greenbushes field the alluvial deposits may be divided into two main groups, the older being the old river courses or deep leads and the newer being represented by the existing channels. In the latter the tin-bearing gravels often lie at from 10 to 40 ft. from the present stream bottoms. The older deep leads attain considerable depths, the deepest being 96 ft. The tracing of the course of these deep leads is a matter of considerable economic importance to the future of Greenbushes.

The residual deposits are either lateritic ironstone or sands, clays, etc., derived from the decomposition *in situ* of igneous rocks. These are frequently stanniferous. The chief minerals accompanying the tin are limonite, quartz, tourmaline, clay, and mica.

The tin-bearing granites consist of granite passing in places into a highly-foliated and highly-micaceous granite, with little or no felspar. This granite (greisen) contains tin, tourmaline, zircon, garnet, etc., as accessory constituents.

In many of the tin-bearing districts of the State the granites, gneisses, and allied rocks are traversed by numerous dykes of a pegmatite composed mainly of quartz and albite, with subordinate mica, garnet, and cassiterite. Considerable quantities of the stream and a little (lode) tin owe their origin to the disintegration of veins of this nature.

**TANTALUM.**—Quite a number of different ores of tantalum have been recorded from various parts of the State, *viz.*, tantalite, columbite, stibiotantalite, micro-lite, and euxenite. Tantalite was first discovered in Western Australia at Greenbushes in 1893, and since

that date tantalum ore has been raised for the market at Wodgina and neighbourhood in the Pilbara gold-field and at Greenbushes, in the South-West Division. At Wodgina there is a number of pegmatite veins which pass from the granite into the schists and more solid hornblende rocks. Within the area of the latter the pegmatites contain ores of tantalum, mainly manganotantalite, and it is these dykes which constitute the tantalum lodes of the district. Large quantities of detrital ore have been recovered from the shallow surface soil in the immediate vicinity of the outcrops of the pegmatite veins, and more or less waterworn alluvial ore has also been won from many of the adjoining gullies.

At Greenbushes only 3.19 tons of tantalite have been raised. It is not by any means common, but is practically confined to the southern half of the district. The whole of the output is from alluvial deposits; the tonnage, however, is probably far short of the true total of the ore raised, for much may not have been officially reported to the Government.

There have been up to the close of 1910 89.24 tons of tantalite raised in the State, and valued at £13,486, and of this quantity only 2½ tons are from lodes.

**IRON.**—The ores of iron are very widely distributed throughout Western Australia, but, save in

one or two instances, the area in which the exploitation of such deposits is actively prosecuted is very limited, such areas being, with the single exception of Koolan Island, Yampi Sound, at present confined to localities where ore used as a flux in copper- and lead-smelting can be readily obtained.

The large iron deposits of the State, some of which are probably equal in size to any others in the world, have not been worked, and are, owing to their geographical situation and the absence of suitable coal-fields, under present conditions practically valueless. The iron deposits of the Murchison stand out prominently before any of the others so far discovered, and though at present neglected are destined to form a very important State asset. No detailed geological surveys have yet been made of any of the iron deposits of the State, hence even an inventory of the available iron ore supplies can be only a mere approximation.

The iron deposits of Western Australia, when viewed from the standpoint of their geological relation-



LAVA FLOW, BUNBURY.

ships and mode of occurrence, fall naturally into two main classes:—(a) Ores associated with the crystalline schists and other allied rocks and (b) superficial deposits of limonite (laterite), which occupy extensive areas in many and widely-separated portions of the State; and the soft porous deposits of bog ore of comparatively recent origin. The deposits associated with the crystalline schists, which are by far the most important, appear to be very largely developed in the Murchison district. The most important deposits are those at the Wilgie Mia (Weld Range), Mounts Hale, Taylor, and Matthews, and Gabanintha. In addition to these places, however, iron-bearing schists are found almost all over the Murchison goldfield and at numerous other centres in Kimberley, Pilbara, Ashburton, Gascoyne, Peakhill, East Murchison, Mount Margaret, North Coolgardie, Yilgarn, and Phillips River fields, as well as from other localities outside the limits of any legally-defined mining field. The deposits of this type consist of highly-inclined beds, bands and lenses of almost pure hematite (and magnetite), or admixtures in all proportions of hematite and quartz, usually laminated, some of which seem to be the result of the chemical alteration of highly-foliated and crushed belts of greenstone. The siliceous bands very often attain a width of as much as 10 chains, and can often be followed across country for a great many miles.

The superficial iron deposits comprise the laterite ores and the bog iron ores.

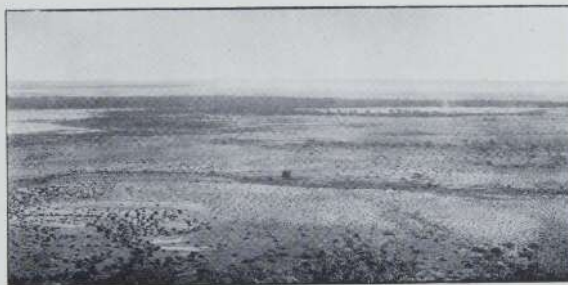
The laterite ores, together with the gravel resulting from their denudation, are the most widely-distributed ores in the State, but unfortunately they vary greatly in their composition, ranging from a ferruginous bauxite to an almost pure limonite or turgite. The ores are developed mostly on the tops of hills or ranges; in depth they pass gradually without any distinct line of demarcation into the underlying rock, and nowhere do they attain any great thickness. The composition of the ores naturally varies within very wide limits, and is very largely determined by the nature of the underlying rocks. When these belong to the basic series (amphibolites, dolerites, etc.) the overlying ores are relatively rich in iron; but when the underlying rocks are of the acidic series (granite, etc.)

the ores are poorer in iron and proportionately richer in alumina.

The ores of this class have been used principally for fluxing purposes, for which 57,270 tons valued at £36,148 have been raised.

The bog iron ores consist of soft porous deposits of hydrated oxide of iron of comparatively recent formation, and are known to occur at one or two places along the southern and western coastline. So far no deposits of this class have been worked in any way.

COAL.—The Collie coalfield is the only one upon which any active operations are being carried on, though there are other districts in the State in which lignites and brown coals occur. The Collie coalfield lies to the east of Bunbury and south of Perth, near the north-western edge of the tableland which succeeds the Coastal Plain. The area occupied by the Collie River coal measures is approximately 50 square miles. The beds consist of alternations of shales, sandstones,



LAKE WAY, EAST MURCHISON GOLDFIELDS.

and grits of Permo-Carboniferous age, which rest directly upon granite, schists, and other crystalline rocks. The boundary of the field is, with one exception, everywhere defined by faults. On the south-western side of the field the boundary fault has been estimated to have a downthrow to the north-east of at least 2,000 ft. There are several coal seams on the field; these are of variable thickness and consist, in descending order, of:—

- Cardiff No. 1 seam, 9 to 12 ft.
- Cardiff No. 2 (or Boulder) seam, 7 ft.
- Collieburn No. 1 seam, 9 ft.
- Collieburn No. 2 seam, 6 to 7 ft. 10 in.
- Coal (no name), 8 ft.
- Proprietary No. 1 seam, 4 to 8 ft.
- Proprietary No. 2 seam, 5 to 7 ft. 6 in.
- Wallsend seam, 9 to 17 ft.

In addition to these beds a further series of seams in the north-east corner of the field has been discovered, but which cannot at present be correlated with any of those referred to. The seams from this new locality consist, in descending order, of (omitting all those under 3 ft. in thickness):—Coal, 3 ft.; coal, 4 ft.; coal, 6 ft.; coal, 6 ft. 4 in.; coal, 5 ft. 4 in.; coal, 4 ft.; and coal, 5 ft.

The coals of the Collie field are hydrous, semi-bituminous, non-caking coals, which approach very closely to lignite in some parts; between the various varieties the differences are only of degree. So far as departmental analyses indicate it appears that the average calorific value of the Collie coal is about 10,000 British thermal units. According to estimates which have been made it seems that, omitting the seams of trifling thickness, there is about 137 ft. of coal in the 2,072 ft. of strata so far explored by mining and boring operations.

Estimates have been made as to the quantity of coal available in the seams so far known, and these are given in the following table:—

Seams.	Tons.
Cardiff No. 1 ... ..	18,175,104
Cardiff No. 2 ... ..	17,547,840
Collieburn No. 1 ... ..	46,433,088
Collieburn No. 2 ... ..	38,996,640
Eight-foot seam (no name) ...	50,683,968
Wallsend ... ..	138,843,936
	310,680,576

The coal production of the State up to the end of 1910—which is entirely that of the Collie coalfield—amounts to 1,778,158 tons valued at £822,424.

Jurassic, Tertiary, and Post Tertiary lignites and brown coals, mostly of poor quality, are known to occur in various portions of the State, but so far little active work has been done upon any of them. No geological surveys have yet been undertaken such as would enable even an approximate estimate to be made of the area or quantity of coal available in these Mesozoic, Tertiary, and recent strata.

SALT.—Salt is obtained from certain depressions in the calcareous sandstones of the coast, which are filled to a shallow depth in winter with salt water. In summer lakes of this type dry up completely, leaving a layer of salt 2 or 3 in. thick, which is collected and either consumed locally or exported both as a fine and a crude product. The four localities where salt collecting has been carried on are at Rottneet Island, off Fremantle; Middle Islands, near Esperance; Yarra Yarra Lakes, near Three Springs; and Lynton, near Port Gregory.

There is a very large number of salt and brine lakes in many districts in the State, but their geographical situation and other causes place them at present beyond the reach of profitable enterprise. So far as records are available it appears that about 3,500 tons of salt valued at £8,525 have been produced in the State up to the close of 1910.

PHOSPHATE DEPOSITS.—The occurrence of phosphatic fertilizers has such an important bearing on the

future of the agricultural industry that considerable attention has recently been paid to the discovery of these substances. The known phosphate deposits of Western Australia are distributed principally in two localities:—(a) The islands along the coast and (b) a portion of the Coastal Plain between Dongara and Perth.

Up to the present time the chief source of the guano raised is in Houtman's Abrolhos Islands, which lie about 30 miles north-west of Geraldton. That the importance of these deposits is considerable may be judged by the fact that up to the end of 1903 86,165·25 tons of guano valued at £335,591 were exported from the State and a royalty of £41,955 paid to the Government. The guano deposits in these islands are nowhere very thick, varying from 4 to 27 in.

No estimate of the supply of guano on these islands is available, though the last surveys made some years ago showed the available tonnage on several of the islands to amount in the aggregate to 100,490.

Christmas Island in the Recherche Archipelago, about 20 miles south-east of Israelite Bay, contains a fairly large area of phosphatized limestone, which rests upon a foundation of granite. The phosphatized limestone has an average thickness of about 2 ft.

In the neighbourhood of Dandaragan, about 22 miles to the west of Moora, is a series of low hills containing phosphate deposits. These occur in beds which have been followed across country for a distance of about 22 miles, and the rock phosphate is exposed in several places. There appear to be three distinct classes of material among the phosphate deposits, *viz.*, (a) weathered rocks containing from 0·54 to 2·10 per cent. of phosphoric acid; (b) ferruginous sandstones containing phosphates mainly of iron, with from 7·25 to 15·13 per cent. of phosphoric acid, the iron phosphates occurring as dufrenite and vivianite; and (c) fossil bone and coprolite rock containing from 15·32 to 39·34 per cent. of phosphoric acid. The bone-bed has been proved to be about 3 ft. thick, and the underlying ferruginous sandstone, which has been more or less phosphatized by the interaction of ironstone and phosphoric acid derived from the bone-bed, is at least 7 ft. in thickness. The bone-bed is the most important of the deposits, and it is possible that judicious prospecting may result in the discovery of portions much richer in phosphoric acid than any of the outcrops yet tested.

In addition to these rock phosphates there are at Watheroo some cave deposits consisting of evacuations of wallabies, bats, and birds, some of which is of high-grade quality. The value of deposits of this nature depends upon the extent of the caverns and the quantity and quality of the accumulations contained in them. The comparatively recent cave limestone country which extends practically from Geraldton southward along the

coast as far as Albany contains numerous caves that have been proved to contain varying quantities of guano, but which yet remain to be worked. Without more or less detailed surveys it is obviously an impossibility to make even a rough estimate of the available deposits, which, of course, are exhaustible, or to attempt any forecast as to the life of the phosphate deposits.

**ARTESIAN WATERS.**—Western Australia possesses a large tract of country which actual boring operations have shown to be artesian water-bearing. Artesian water has been found in the Eucla, South-West, North-West, and Kimberley Divisions. The water-bearing strata in the Eucla Division consist of sandstones, sandy shales, glauconitic marls, etc., lying beneath a great thickness of white limestone. These beds have been proved by their fossil contents to be the equivalents of the Lower Cretaceous strata of Eastern Australia. Five bores have been put down in this plateau, and the water rises in them to a height equal to that of sea-level. The first bore, situated not far from the sea coast at the foot of the tableland, was carried down to a depth of 2,041 ft. At a depth of 900 ft. the strata pierced consisted of limestone, the remainder being mud, stones, shales, etc. At 2,041 ft. a supply of good stock water was encountered, which issued from a standpipe 2 ft. above the surface, at the rate of 5,700 gal. per diem. The water-carrying beds in the Eucla Plateau have a prevailing dip toward the Great Australian Bight.

The most important portion of the South-West Division when viewed in the light of the occurrence of artesian water is the Coastal Plain, which practically extends from 29° to 33° southern latitude. The plain is really formed by a fringe of strata round the coast, with a more or less gentle slope to the seaward. It is from the strata underlying this plain that the supplies of artesian water have been obtained. The structure of the Coastal Plain differs in many important respects from the typical areas in which artesian water has been obtained in other portions of Australia. The strata are horizontal, or nearly so, though occasionally there is a slight local dip of about 5 to 8 deg. The effect of this horizontality is shown in the fact that the water-carrying beds do not crop out on the surface near the eastern margin of the plain, but impinge directly against that portion of the main range which is concealed from view. The strata do not attain a uniform thickness throughout, but are disposed in the form of lenticular beds, some of which appear to be of exceptionally absorptive properties. The mean annual rainfall of the Coastal Plain is from 20 to 30 in., a precipitation which is considerable. No systematic observations have as yet been undertaken to ascertain the actual discharge of the numerous rivers which flow across the plain, so that no estimate of the amount of water available for absorption can be even arrived

at. That such must be considerable is obvious from the data collected and tabulated with reference to the discharge of the Helena River, near Perth. The observations were made at two stations—one near Midland Junction, the other near Greenmount. The westernmost locality is situated on the outcrop of the permeable strata of the Coastal Plain and the other on the crystalline (or impermeable) rocks. From the figures obtained it appears that about 22,000,000,000 gall. of water per annum disappeared underground and is capable of being reached by wells. The conditions which prevail over large areas of the Coastal Plain demonstrate that rivers of a much larger catchment discharge their drainage into the plain, and it is therefore only reasonable to assume that a large proportion of the water from the catchments also disappears beneath the surface and helps to feed the artesian reservoir below. So far as the latest official data with reference to the extent of boring operations show there are forty-eight artesian wells in the South-West Division reaching an aggregate depth of 39,378 ft. and yielding a total flow of 15,521,800 gall. per diem.

A considerable portion of what may be called the coastal area of the North-West Division is of considerable economic importance by reason of the fact that artesian water has been found to occur over a wide area, and in consequence of the discovery of which the stock-carrying capacity of this excellent pastoral district has been materially increased. This artesian area extends, so far as determined by such geological mapping as has been carried out, from the mouth of the Murchison River to somewhere about North-West Cape, thus covering about 6° of latitude with a maximum width of over 130 miles. The strata occurring in the valley of the Gascoyne River consist of representatives of the Palaeozoic, Mesozoic, Tertiary, and Post-Tertiary ages, all of which are of importance from the hydrological standpoint. The basal beds of the Palaeozoic strata, which carry a considerable portion of the artesian water in this part of the State, consist of conglomerates, sandstones, and limestones. These when viewed broadly are found to have a very gentle dip to the westward, which carries them below the level of Shark Bay. These beds have been pierced in the experimental bore put down at Pelican Hill (Bibbawarra), near Carnarvon, and which was carried down to a depth of 3,011 ft. The record of this important bore showed that the first 150 ft. comprised clays and limestone of newer or Post-Tertiary age; Middle Tertiary marls and shales were passed through to a depth of 1,238 ft.; Mesozoic (and possibly Cretaceous) clay shale and glauconitic sandstone down to 1,361 ft.; while the balance of the beds, 1,650 ft. in thickness, revealed limestone, black shale, and sandstone as determined by the organic remains of Permo-Carboniferous age. This Pelican Hill bore is of



importance owing to the fact that it yields an over-flowing supply of artesian water at the rate of 520,000 gall. per day drawn from a bed of sandstone 448 ft. in thickness, and forming the lowest bed of the Carboniferous Series penetrated. The basal beds of this formation which constitute the catchment area are well exposed in the headwaters of the Wooramel, Gascoyne, Minilya, and Lyndon River valleys. According to the latest data available there are in all twenty bores in the North-West, reaching an aggregate depth of 32,096 ft. and having a total output of 11,151,620 gal. of water per diem.

The large area of sedimentary rocks sufficiently porous to absorb and transmit water occurring in the Kimberley Division has led to some more or less successful boring operations. The Great Sandy Desert as shown on the maps of Australia is made up of sedimentary rocks disposed in such a way as to form an ideal artesian water-bearing basin. This country extends from Flora Valley to somewhere about the neighbourhood of Lake Disappointment. These sandy beds doubtless continue westward and form the low country which flanks the Ninety-Mile Beach between La Grange

Bay and Poissonier Point. The basal beds of the Carboniferous Series, which form the intake of what may be called the desert artesian area, outcrop along the northern flanks of the valley of the Fitzroy, where the rainfall is greatest. The few bores which have been put down in this perhaps the largest of the Western Australian basins prove that the occurrence of artesian water in the Kimberley Division is no longer a matter of theory.

The following is a summary of the flowing and non-flowing artesian wells in the State, so far as can be gathered from official data:

A. COMPLETED BORES.		No.
1. Artesian or flowing wells	...	54
2. Sub-artesian or non-flowing wells which can be pumped	...	9
3. Abandoned bores which did not strike potable water	...	6
B. NON-COMPLETED BORES.		
1. Flowing	...	3
2. Non-flowing	...	7
3. Dry or nearly dry	...	1

### THE FAUNA OF WESTERN AUSTRALIA.

The natural history of Western Australia cannot be studied apart from that of the Australasian region as a whole. Australia, Tasmania, and New Zealand are islands now, but in far-back times had a more or less direct land connection with Asia and South America. A map of ocean depths to the 1,500-fathom line shows the position of these former connecting lands very clearly. Along these old connections came the first living creatures, which became the ancestors of the present Australasian land fauna. Geologists can tell us something regarding the period when these now sunken lands were above sea-level, for crystalline rocks occur in Fiji and clay slate in the Marquesas group; and such rocks do not appear in islands which have never formed part of a continental mass. During the Paleozoic period there was assuredly a large continent stretching from Asia across the South Pacific Ocean, but at the close of that period a big climatal change occurred over a large part of the Southern Hemisphere. All the southern half of Australia went through a severe glacial epoch, the evidences of which are still to be distinctly seen in the North-West Division of Western Australia and in the Irwin River basin of that State; on Kangaroo Island and the shores of St. Vincent Gulf, in South Australia; and at Bacchus Marsh, in Victoria. During the succeeding Mesozoic period the configuration of land and sea within the

Australasian region became greatly changed. There were great dislocations and subsidences; along the coast of New South Wales it is estimated that the downthrow was at least 12,000 ft. Such a subsidence must have involved the ocean bed far out eastward, and it seems probable that New Zealand became dismembered from the continental mass about this period. Western Australia also became a large island, and Eastern Australia and Tasmania a long narrow peninsula. During the Cretaceous age the sea stretched uninterruptedly right across Australia from north to south and was of great depth, for the sediments in the Lake Eyre basin have by artesian-water bores been proved a mile in thickness. At the close of the Cretaceous epoch a great uplifting of the land began which finally established dry land from west to east, and brought Lake Eyre itself within 39 ft. of the present sea-level. With occasional oscillations this uprising is still going on along the south of the continent, but in the north there is a corresponding subsidence taking place and deepening the shallow sea which separates Australia from New Guinea. Toward the close of the Tertiary period this uprising was accompanied by intense volcanic activity along the western side of the former long peninsula, and immense flows of lava occurred over wide areas in Victoria, New South Wales, and Queensland. The old land connection with Asia was now finally broken up, and the configuration

of the continent became substantially that which it at present appears.

It was while this old connection with Asia, and perhaps South America, lasted that Australia and New Zealand received along that route the ancestral types of their present native faunas. The reptilian forms of life which dominated the earth's surface during the Mesozoic period had then passed their prime; the birds of the air had become an important feature and the beasts of the field had begun to put in an appearance. These latter were lowly-organized animals and laid eggs. They were the Prototheria, a division now surviving only in Australia, the Platypus and the Echidna, or "native porcupine," being its representatives. The Metatheria (a more highly-organized division of the mammalia which bring forth their young in a partially-developed condition only, and nourish them at breasts encased in a marsupia or "pouch" until completely developed) became extensively spread over the world during the Tertiary period, but to-day survive only in the Australasian region, and—as the opossum family—in North and South America. After the arrival of the Metatheria Australia became separated from the northern land mass, and has remained an island ever since. New Zealand became

separated still earlier (apparently about the time of greatest bird life development), but Tasmania, Kangaroo Island, and the islands of west and north-west Australia remained part of Australia long after the arrival of the Metatheria—until quite recent times, in fact. Except bats, rats, and mice, whose means for dispersal over wide areas and across seas are quite exceptional, none of the Eutheria, or true placental mammalia, ever reached Australia until introduced by man. The dingo is a near ally of the dhole of India, though rather more wolf-like and now absolutely untamable permanently.

Among the progenitors of the present marsupial fauna were some giant forms, now known only more or less fully by their fossil remains. There was the Diprotodon, a kind of wombat as large as a rhinoceros, the casts of whose complete skeleton are now in all the principal Australian museums; there was the Nototherium—an animal as large as (and in some respects

resembling) the Tapirs—a gigantic kangaroo which stood about 12 ft. in height. These were vegetable feeders, but there are remains of large extinct carnivora also, one being named Thylacoleo, because supposed to have been a kind of "pouched" lion. The Thylacinus or "pouched hyena" and the Sarcophilus or "devil"—two species now surviving only in Tasmania—existed on the mainland along with the gigantic creatures just mentioned. There were also struthious birds, allied to the moa of New Zealand, and as large as the ostrich, whose skeletons have been recovered along with the Diprotodon in the dried-up swamps of the Lake Eyre basin. Enormous alligators ranged southward far outside of the tropics, and a land lizard (Megalania), very nearly akin to the present-day "goanna," but upwards of 20 ft. in length, was the terror of the dry-land creatures. Some giant turtles and tortoises also appear in the life of this ancient period, and as a part of the present-day fauna,

including some of the frogs, have their closest affinities now in South America, it would seem that their ancestors came here while the now submerged South Pacific continent reached as far east as Patagonia.

The changes which caused the extinction of the Diprotodon and his congeners, leaving only their fossil remains distributed from Cape Leuwin to the

Gulf of Carpentaria, must be held to have exercised the influence accountable for the distribution of the present fauna as now observed in each of the Australian States. That fauna which is isolated from the rest of the world will still compete within itself for advantages in the battle for-existence. A difference in climate, of food supply, or predaceous foes must necessarily lead to modifications of form or habit to contend with such change, or, in the alternative, must cause that fauna to become extinct. It is thus that in Australia, as throughout the world in general, the life regions are zoologically impoverished regions from which all the largest and fiercest creatures have died out; and it is well for man that it should be so.

#### MAMMALIA.

Of the total mammalian fauna of Australia that part which is now to be found dwelling within the



OCEAN DEPTHS AROUND AUSTRALASIA.  
The shaded portion is deeper than 1,500 fathoms.

State of Western Australia is only about one-third of the whole number of species. This fact is significant, as the conditions for animal existence in the west are essentially the same as in the eastern half of the continent. The rainfall map of Australia suggests at once the cause of this difference in animal life, for it is the food obtainable which governs the routes the occupying animals must travel in order to reach the areas in which they settle. The "fruit-eating" bats will keep to fruit-producing forests—unless man by planting orchards furnishes the desired source of supply—and such forests in Australia occur only within the rainfall zone of 30 in. and upwards. The large species of kangaroo keep to the great plains and grassy open scrubs, while the smaller species of this family, known as "wallabies," have their haunts amid brushwood or in rocky places. The insect-eating animals find their prey everywhere, especially the "ant-eaters." The Echidna and the Myrmecobius are the principal ant-eaters in the south, while small "pouched mice" and a blind mole (*Notoryctes*), which latter is found only in sandhill country, are also "ant-eaters." The rainfall zones of Western Australia naturally divide the State into four divisions, officially known as the north, north-west, central, and south-west, and the distribution of mammalian species within these divisions and along the sea-coast is strikingly brought out in the following tables. The first table summarizes the whole Australian and Tasmanian mammalia in genera and species, and the proportion of them contained within Western Australia; the second is a detailed list of the western species as distributed through the divisions mentioned.

Table comparing distribution of Australian Mammalia and their occurrence in Western Australia:—

	All Australia and Tasmania.		Western Australia only.	
	No. of Genera	No. of Species	No. of Genera	No. of Species
<b>PROTOTHERIA.</b>				
Monotremes:—				
Ornithorhynchidæ	Platypus	1	1	—
Echidnidæ	Native Porcupine	1	2	1
<b>METATHERIA.</b>				
Marsupials:—				
Peramelidæ	Bandicoots	3	10	3
Notoryctidæ	Mole Ant-eater	1	1	1
Dasyuridæ	Native Cats, etc.	8	26	4
Phascologyidæ	Wombats	1	3	—
Phalangistidæ	Opossums, etc.	11	21	5
Macropodidæ	Kangaroos	11	48	7
<b>EUTHERIA.</b>				
Land animals:—				
Cheiroptera	Bats	16	33	4
Rodentia	Mice and Rats	6	18	3
Canidæ	Dingo	1	1	1
Total land mammals		60	164	29
Sea animals:—				
Sirenia	Dugong	1	1	1
Cetacea:				
Balanidæ	Whales	4	5	1
Physeteridæ	Toothed Whales	4	6	—
Delphinidæ	Dolphins, etc.	7	7	1
Carnivora:				
Phocidæ	Sea Leopard	1	1	—
Otariidæ	Seals, Sea-Bear	2	2	1
		19	22	4
Grand total land and marine		79	186	33
				73

Full list of Western Australian Mammals, showing their distribution throughout the North, North-West, Central, and South-West Divisions of the State:—

Species	North	North-West	Central	South-West
<b>ORDER I.—MONOTREMATA.</b>				
Family.—Echidnidæ.				
<i>Echidna aculeata</i> (Shaw)	—	—	NW	C SW
<b>ORDER II.—MARSUPIALIA.</b>				
Family I.—Dasyuridæ.				
Sub-Family 1.—Myrmecobiinæ.				
<i>Myrmecobius fasciatus</i> (Waterh.)	—	—	—	C SW
Sub-Family 2.—Dasyurinæ.				
<i>Smithopsis crassicaudata</i> (Gld.)	—	—	—	C —
" <i>murina</i> (Waterh.)	—	—	—	— SW
<i>Phascogale Blighi</i> (Woodw.)	—	—	NW	—
" <i>calura</i> (Gld.)	—	—	—	— SW
" <i>penicillata</i> (Shaw)	—	—	—	— SW
" <i>flavipes</i> (Gray)	—	—	—	— SW
" <i>apicalis</i> (Gray)	—	—	—	— SW
<i>Dasyurus hallucatus</i> (Gld.)	—	N	—	— SW
" <i>Geoffroyi</i> (Gld.)	—	—	—	— SW
Sub-Order I.—Polyprotodontia.				
Family I.—Notoryctidæ.				
<i>Notoryctes typhlops</i> (Stirl.)	—	NW	C	—

Family 2.—Peramelidae.							
<i>Choeropus castanotis</i> (Gray)	...	Pig-footed Bandicoot	...	N	NW	C	SW
<i>Perameles Barrowensis</i> (Thos.)	...	Barrow Id. Bandicoot	...	—	NW	—	—
.. <i>Bougainvillei</i> (Q. and G.)	...	Striped Bandicoot	...	—	—	—	SW
.. <i>maerura</i> (Gld.)	...	North-West Bandicoot	...	—	NW	—	—
.. <i>obesula</i> (Shaw)	...	Short-nose Bandicoot	...	—	—	—	SW
<i>Peragale lagotis</i> (Reid)	...	Rabbit-eared Bandicoot	...	—	—	—	SW
Family 3.—Phalangistidae.							
Sub-Family 3.—Phalangerinae.							
<i>Trichosurus vulpecula</i> (Kerr)	...	Common Opossum	...	—	—	—	SW
.. var. <i>fuliginosus</i> (Ogilby)	...	Sooty Opossum	...	—	—	—	SW
<i>Pseudocheirus occidentalis</i> (Thos.)	...	Ring-tailed Opossum	...	—	—	—	SW
<i>Petaurus breviceps</i> (Waterh.)	...	Lesser Flying Opossum	...	—	NW	—	—
<i>Dromicia concinna</i> (Gld.)	...	Lesser Dormouse Phalanger	...	—	—	—	SW
Sub-Family 4.—Tarsipedinae.							
<i>Tarsipes rostratus</i> (Gerv. and Verr.)	...	The Tarsipes	...	—	—	—	SW
Sub-Order II.—Diprotodontia.							
Family 1.—Macropodidae.							
Sub-Family 1.—Potoroinae.							
<i>Potorous Gilberti</i> (Gld.)	...	Gilbert's Rat-Kangaroo	...	N	NW	C	SW
.. <i>platyops</i> (Gld.)	...	Broad-face Rat-Kangaroo	...	N	NW	C	SW
<i>Bettongia Lesueurii</i> (Q. and G.)	...	Lesueur's Rat Kangaroo	...	—	—	—	SW
.. <i>penicillata</i> (Gray)	...	Brush-tailed Rat-Kangaroo	...	—	—	—	SW
Sub-Family 2.—Macropodinae.							
<i>Lagostrophus fasciatus</i> (P. and L.)	...	Banded Wallaby	...	—	NW	—	—
<i>Lagorchestes hirsutus</i> (Gld.)	...	Rufous Hare Wallaby	...	—	NW	—	—
.. <i>conspicillatus</i> var. <i>Leichardti</i> (Gld.)	...	Spectacled Wallaby	...	N	—	—	—
.. (Gld.)	...	Barrow Id. Spectacled Wallaby	...	—	NW	—	—
<i>Onychogale unguifera</i> (Gld.)	...	Nail-tailed Wallaby	...	N	—	—	—
.. <i>lunata</i> (Gld.)	...	Crescent Wallaby	...	—	—	—	SW
<i>Petrogale inornata</i> (Gld.)	...	Plain coloured Rock Wallaby	...	N	NW	C	SW
.. <i>concinna</i> (Gld.)	...	Little Rock Wallaby	...	N	NW	C	SW
.. <i>brachyotis</i> (Gld.)	...	Short-eared Rock Wallaby	...	N	NW	C	SW
.. <i>lateralis</i> (Gld.)	...	Western Australian Rock Wallaby	...	N	—	—	—
<i>Macropus brachyurus</i> (Q. and G.)	...	Short-tailed Wallaby	...	—	—	—	SW
.. <i>Eugenei</i> (Desm.)	...	Dama Wallaby	...	—	—	—	SW
.. <i>irma</i> (Jourd.)	...	Black-gloved Wallaby	...	—	—	—	SW
.. <i>agilis</i> (Gld.)	...	Agile Wallaby	...	N	—	—	—
.. <i>rufus</i> (Desm.)	...	Red Kangaroo	...	—	NW	C	—
.. <i>isabellinus</i> (Gld.)	...	Barrow Id. Isabelline-coloured Kangaroo	...	—	NW	—	—
.. <i>robustus</i> (Gld.)	...	The Wallaroo or Great Kangaroo	...	—	—	C	—
.. var. <i>cervinus</i> (Thos.)	...	Hill Kangaroo	...	—	—	C	—
.. var. <i>Woodwardi</i> (Thos.)	...	Woodward's Kangaroo	...	N	—	—	—
.. <i>giganteus</i> (Zimm.)	...	Great Grey Kangaroo	...	—	—	—	SW
ORDER IV.—CETACEA.							
<i>Balenoptera Sibbaldi</i> (Gray)	...	Sibbald's Fin Whale	...	—	NW	—	SW
<i>Delphinus delphis</i> (Linn.)	...	Dolphin	...	—	NW	—	SW
ORDER V.—SIRENIA.							
<i>Halicore Australis</i> (Owen)	...	The Dugong	...	N	NW	—	—
ORDER VII.—RODENTIA.							
Sub-Order II.—Simplicidentata.							
Family.—Muridae.							
<i>Mus Burtoni</i> (Fam.)	...	Burton's Rat	...	N	—	—	—
.. <i>albocinerens</i> (Gld.)	...	Greyish-white Mouse	...	—	—	C	—
.. <i>nanus</i> (Gld.)	...	Little Rat	...	N	NW	C	SW
.. <i>assimilis</i> (Gld.)	...	Allied Rat	...	N	NW	C	SW
.. <i>fuscipes</i> (Waterh.)	...	Dusky-sooted Rat	...	—	—	—	SW
.. <i>delicatulus</i> (Gld.)	...	Lagrange Bay Pigmy Mouse	...	N	—	—	—
.. <i>ferulinus</i> (Thos.)	...	Barrow Id. Mouse	...	—	NW	—	—
.. sp. nov.	...	Kimberley Mouse	...	N	—	—	—
<i>Hydromys fuliginosus</i> (Gld.)	...	Sooty Beaver-Rat	...	—	—	—	SW
<i>Conilurus longicaudatus</i> (Gld.)	...	Long-tailed Jerboa-Rat	...	—	—	C	—
.. <i>Mitchelli</i> (Ogilby)	...	Mitchell's Jerboa-Rat	...	—	—	—	SW
.. <i>maerurus</i> (Peters)	...	Peters' Jerboa-Rat	...	—	NW	—	—
.. <i>Boweri</i> (Ramsay)	...	Bower's Jerboa-Rat	...	—	NW	—	—
.. <i>Gouldi</i> (Gray)	...	Gould's Jerboa-Rat	...	N	NW	C	SW
.. <i>Cervinus</i> (Gld.)	...	Fawn-coloured Jerboa-Rat	...	N	—	—	—
ORDER IV.—CHEIROPTERA.							
Sub-Order I.—Megachiroptera.							
Family.—Pteropodidae.							
<i>Pteropus Gouldi</i> (Peters)	...	Red-naped Kalong or Flying Fox	...	N	—	—	—

Sub-Order II.—Microchiroptera.					
Family.—Vespertilionidae.					
Vesperugo pumilus (Gray)	...	Little Bat of Perth	...	—	SW
Chalinolobus morio (Gray)	...	Chocolate Bat of Perth	...	—	SW
(Gouldi (Gray)	...	Gould's Bat	...	—	SW
Nyctophilus Geoffroyi (Leach)	...	Geoffroy's Bat	...	—	SW
timoriensis (Geoff)	...	Western Nyctophilus	...	—	SW
Family.—Emballonuridae.					
Nyctinomus Australis (Gray)	...	White-striped Bat	...	N	C
ORDER XI.—CARNIVORA.					
Sub-Order I.—Pinnipedia.					
Otaria Forsteri (Lesson)	...	Sea-bear or Seal	...	—	SW
Sub-Order II.—Fissipedia.					
Family.—Canidae.					
Canis Dingo (Blum.)	...	Dingo or Wild Dog	...	N	NW C SW

Of the total of seventy-two species in the list given, sixty-eight are land animals, and of these latter nineteen are to be found in the central division or dry interior having an annual rainfall of less than 10 in. Ten of these species, viz., the dingo, three rats, three wallabies, two rat-kangaroos, and a bandicoot, have spread to all the other divisions; four other species are divided with the north-west and south-west divisions; and five species are restricted within the central division only.

In the north and north-west there are thirty-five species, twenty-one of which do not extend southward, ten of them being restricted absolutely to the north and ten to the north-west. In the south-west division there are thirty-nine species, of which one extends to the central and one through the central to the north-west; while no fewer than twenty-seven are absolutely restricted to the south-west division itself. Such facts demonstrate conclusively that it was not from the north, nor from the central division of the continent, that Western Australia received its mammals, but by all three routes and principally along that of the south coast. That ancient coastline (formerly extending to Tasmania, and with extensive lakes and marsh lands behind it) has now broken up, and the Great Bight takes its place save for the extreme south-west corner of the continent. It was due to these ancient marsh lands that the Diprotodon, the Sthenurus, the Koala or "native bear," and the wombat once reached and dwelt in this south-west division, but where only their fossilized remains now occur.

This breakdown of the southern coastline was coeval with the intense volcanic activity in south-eastern Australia. Did man see these volcanic fires? And was that man the now extinct, woolly-headed type which survived till a few years ago in Tasmania? The answers are yes. The dingo is an alien introduced into the fauna by man, and its competition with the pouched hyena (Thylacinus) and the "devil" (Sarcophilus) caused their extinction on the mainland, while the remnant cut off in Tasmania still survives in that island. The dingo bones have been found under the volcanic ashbeds of Mount Gambier, in South Australia, and from that same district the fossil bones of an extinct bird of the

emu type were found to have been scarred by some cutting instruments.

Economically the mammalia of Australia is of small service to man. The skins of the opossum and the kangaroo form articles of trade, but the flesh of none is much esteemed. The dingo being untamable and destructive to sheep is shot or poisoned as vermin. In the old days of gold digging in Victoria kangaroo hams were a staple commodity of the Melbourne markets. In view of the reputation Victorian pork-ham curers still maintain it may be of interest to publish here the recipe used in the golden days for curing kangaroo hams in lots of fifty at a time (it may be useful to the new settlers in the West):—Common salt, 15 lb.; treacle, 2 lb.; coarse brown sugar, 3 lb.; saltpetre, 3 oz.; and carbonate of soda, 4 oz. These were mixed in a tub of cold water until a potato would just float in the brine, which must never be boiled. The hams were then soaked in the brine for five days, with occasional turning. They were afterwards hung up to dry, and when properly dried were smoked for three or four days in a smokehouse made of boughs of the tea-tree, constructed over a small pit in the ground, in which banksia cones and wood were kept smouldering. The kangaroo hams prepared in this way became a staple article of diet in Melbourne and on the goldfields, and were said to be indistinguishable from the best reindeer hams of Europe.

BIRDS.

The latest published list of Australian birds enumerates 873 species, inclusive of those ocean-flying species which visit the coasts only at intervals. These ocean fliers and the birds which frequent only the inlets and estuaries along the coast number eighty-nine species

all told, which leaves 784 forms that may be distinctively termed "land-birds," and whose distribution over the continent is more or less governed by the existence of a continuous land surface. Of these 784 species only 438, or less than 56 per cent. of the whole, are to be found in the western half of Australia, and only eighty-eight of these are common over both halves of the continent. Although the conditions for living are not greatly different in east and west, it is seen that no less than 44 per cent. of the forms of bird life still cling to that long narrow tract of Eastern Australia which, with the exception of Bass Strait, extends unbroken from Cape York on Torres Strait to the southernmost point of Tasmania. In that long and mountainous tract two very distinct sub-regions of bird life appear. One is the Cape York Peninsula, which contains many forms of both mammalian and bird life that do not occur in the Northern Territory on the western side of the Carpentaria Gulf. Zoologically it is closely allied to New Guinea and contains two small tree-climbing kangaroos, three "birds of Paradise," a "cassowary," two "brush turkeys," and a host of fruit-eating pigeons. The other district or sub-region is practically the coast slopes of New South Wales, in which occur the famous lyre bird family, an enormous development of sea-coast birds, and a relative paucity of variety among the parrots and cockatoos. Inland from the ocean slopes of Queensland and New South Wales the bird life of the plains and the scattered scrubs begins; the forest bird life is absent; the watercourses and occasional swamps develop a fauna of remarkable sameness, and this feature is characteristic right across Central Australia to the shores of the Indian Ocean.

The bird life of the western half of Australia is far older in origin than its mammalian life, but, like the latter, has spread to the Western Australian coast by three distinct routes. One stream has come down from the Northern Territory through the Kimberley district, and sent a few stragglers as far southward as the North-West Cape. From Central Australia most of the forms common to the whole western region have come, a few forms only reaching right to the north-west coast. Along the south coast, as formerly existent, the third stream came; and in the extreme south-west corner of the continent can now be witnessed the extent of variation into peculiarly restricted species which have evolved as the result of long isolation from the original family groups in the east. Of 264 species of land-birds in this south-west corner no fewer than 193 have come from South Australia—that is to say, from the land round Spencer Gulf and the lower reaches of the Murray River, a region itself possessing but 323 species of land- and river-birds. From Central Australia and Western Queensland—a region containing 186 characteristic bird forms—fifty-two species have passed into Western Aus-

tralia. Of the 297 species of land birds recorded as occurring in the Kimberley and north-west divisions of the State there are 138 species directly common with that part of North Australia west of the Gulf of Carpentaria, and have their closest affinities with Indian and Indo-Malayan forms. The three streams of immigration—the northern, central, and southern—are thus equally clearly marked. The total number of land- and sea-birds recorded for Western Australia (and at the present time regarded as well-established species) is 491. Of this total fifty-three are sea-birds and 438 land-birds. Of the latter some 383 species have come in as colonists from North or East Australia, leaving but forty-five species, or some 10½ per cent., as autochthonous species or variants evolved within the State itself.

It is the number of species restricted to particular districts or regions which marks off the distinctive life-regions of the world or of a country. The complete separation between the northern, western, and southern parts of Western Australia from its central portion is clearly shown in the following tabulation:—

TABLE SUMMARIZING THE DISTRIBUTION OF WESTERN AUSTRALIAN BIRDS.

LAND-BIRDS—		
Common to all Australia	...	88
Common to all Western Australia only	...	71
Species restricted to one division—		
Restricted to N. Division	...	104
"    " N.W. Division	...	11
"    " C. Division	...	21
"    " S.W. Division	...	63
		199
Species only partially restricted—		
Common to N. and N.W.	...	26
"    " N. and N.W. and C.	...	5
"    " N. and C.	...	5
"    " N.W. and C.	...	2
"    " N.W. and C. and S.W.	...	2
"    " N.W. and S.W.	...	5
"    " S.W. and C.	...	35
		80
Total land-birds	...	438
SEA-BIRDS	...	53
Grand total for State	...	491

The distinction between the north and south parts of the State is thus seen to be a strongly marked one, and without any well-defined intermediate or mixed zone. In the north there are 104 species which do not spread southward, and in the south there are sixty-three species which do not spread northward. The little red-breasts or "robins" of the south are not identical with the "robins" of the north, nor are they with those of the interior or central region. Neither are the magpies, the shrike-tits, or the tree-creepers identical. Even

among that widely-distributed and large order of the Psittaci or parrot group there are only the five forms which are spread over all Australia that are common to north and south. These are the "red-collared Lorikeet" (*Trichoglossis rubritorques*), which feeds on honey of the eucalyptus-trees; the "white cockatoo" (*Cacatua galerita*), which ranges out of Australia into the Malay Archipelago as far as the Moluccas; the "many-coloured parrakeet" (*Psephotis multicolour*); the little "shell-parrot" (*Melopsittacus undulatus*), known also as the "betcherrygah" and "warbling grass-parrakeet"; and the "cockatiel" or "cockatoo parrot" (*Calopsittacus Nova Hollandia*), a beautiful and common cage bird pet. In pigeons, ibises, and egrets the north division is the richer, but the south is richer in quails, moorhens, and wild ducks. The emu, the crane, the wild "turkey" (*Enpodotis Australis*), the plovers, and the sandpipers are so well known and general in distribution as to call for no comment. The drongo is a northern bird which ranges from Madagascar through India and China to North Australia.

In viewing the distribution of sea-birds along the Western Australian coasts the Antarctic and Indian birds are seen to be much more prominent than they appear in the richer bird fauna of Eastern Australia. The "King Albatross," which accompanies every ship crossing the Great Australian Bight, does not come up the coast north of Cape Leeuwin, but Carter's Albatross is an ocean flier often seen at the North-West Cape. The small penguin (*Endyptula minor*) is not uncommon along the south coast, and the frigate-bird and the "red-tailed" and the "white-tailed" tropic-birds are common on the north coast. Gannets are restricted to the north coast, but grebes and cormorants are very generally distributed.

Of distinct menace to the continuance of many forms of Australian bird life—if not to their ultimate extinction altogether—is the trade in ornamental bird skins. To this is superadded the wanton destructiveness of the sportsman and the ill-advised efforts of the agriculturists and fruit-growers, who regard certain species as pests to their industry. The trade in bird skins for the sake of plumage sadly needs legal regulation, and the different State Governments are now wakening to the fact. Emu skins have sold in London this year at 17s. 6d. each, and whole consignments of skins of the bower-bird were marketed there at 1s. 7d. per skin. The lyre-bird is now getting so scarce that only fifty-two tails were catalogued for sale in London during the first half of this year. Pigeons in North and East Australia and the small birds such as the "silver-eye" (*Zosterops*) and the parrots certainly do interfere with fruit- and grain-growing, but not nearly to the same extent as the introduced sparrows and starlings. Furthermore, the native bird never forsakes entirely

the quest of its natural prey, the native insects, and its services to man in this respect are incalculable. The grasshopper and the caterpillar pests are kept down wholly by insect-eating birds such as the wild turkey and the ibis, yet these birds are shot whenever opportunity is afforded. The plumed egret (*Mesophaga plumifera*) for the sake of its plumage is shot down by the thousand every year, and unless the millinery craze for its plumage is diminished a few years more will practically see these birds extinct in Australia. In each of the Australian States there is now a Government reserve area for the preservation of the native fauna and flora, but a more rigorous enforcement of the laws regulating the shooting of wild birds and a "close" season each year is an immediate want, and one severely felt.

#### REPTILIA AND AMPHIBIA.

The reptilia and amphibia of any region are always interesting subjects for study on account of the very ancient lineage of these creatures. Their advent into the animal kingdom far antedates that of birds and mammals, hence their present distribution and development furnish a valuable clue to a country's past geological history. The simpler or more elementary is the organization either in plant or animal life the more widespread will it be found to have been in area and the more ancient in geologic time. Reptile life requires very little oxygen, the digestion is remarkably slow, and the blood temperature is almost the same as the atmosphere or watery environment in which it dwells. Warmth and moisture are its two great requisites for existence, and as a normal feature the abundance of such life is greater toward the equatorial regions than in the reverse direction. It is a notable fact, however, in this connection that, though individually the snakes in temperate climates are less numerous than in hot regions, the number of poisonous species of snakes in proportion to the non-venomous kinds seems to increase in cold climates.

*Crocodiles.*—There are two varieties of crocodiles in Australia, and both are met with in the rivers of the north coast of Western Australia. One is the common Indian crocodile, which ranges eastward in the tropics, occasionally as far as the Fiji Islands. The other is the *Crocodilus Johnstoni*, and is an inoffensive creature.

*Lizards.*—Australia has some 300 species of lizards, and 105 of them occur in Western Australia. Of these species fifty-one are credited with being generally distributed throughout the State, but of the remainder no fewer than thirty-two are found within the north-west division, and fourteen of them absolutely restricted to it. There are twenty-seven species in the south-west division, of which fourteen are in like manner restricted

Only one species is restricted to the central division and only three to the extreme north division, so that it would appear the western coast district of the State is the principal home of the lizard family in the western half of the continent. The Gecko family, numbering twenty-seven species, is most strongly representative of the northern lizards; the Agamidae—in which family are the well-known "Mountain Devil" (*Moloch horridus*) and the "frilled lizard" (*Chlamydosaurus Kingi*)—contains twenty-five species, and is most representative of the north-west division; and the Scincidae or "Skinks" with forty species—among which is the "stump-tailed lizard"—is mainly characteristic of the south-west division. The "long-tailed iguana" or "goanna" (*Varanus varius*) is one of a family of seven species only, and its largest representative is to be found in the north.

**Snakes.**—Australia has about 100 species of snakes, of which three-quarters of the number belong to the venomous kinds. Only four or five of them are, however, really dangerous, and it has been laid down as a fact that no snake, however long it be, which does not bulk thicker than a man's little finger can by its bite endanger the life of an adult human being. The number of snake species recorded for Western Australia is sixty-five. Sea-snakes, all venomous, number twelve species, and are fairly plentiful in the tropical seas and different estuaries of the north coast. They spend all their existence in the sea-water. Six species are "blind snakes," perfectly harmless, which burrow after white ants beneath decaying timber. They are distributed through all the coast districts from south to north. Six other species belong to the Pythonidae or "Boa" family, and are also non-venomous. They obtain their largest size in the tropical coast divisions, often being 11 ft. in length and 14 in. in girth. Their haunts are the fringing reeds of large water-pools and permanent springs. The Elapidae family, which numbers thirty-three species, contains the most venomous snakes in Australia, the red-bellied black snake (*Pseudechis*), the brown snake (*Diemenia*), and the death adder (*Acanthophis*) being the three most rightly dreaded. The little "white- and black-ringed snake" of this family (*Vermicella annu-*

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*lata*) is the other extreme of this poisonous group, and its bite is no more harmful than the sting of a bee. This venomous group contains fifteen species, commonly ranging over the whole State; ten others are restricted to the south-west division, and eight are confined to the north and north-west divisions.

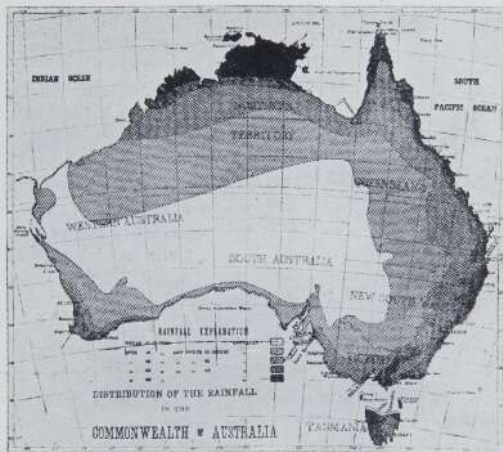
**Turtles and Tortoises.**—The "green turtle" (*Chelonia Mydas*) of the north-west coast has attracted commercial attention latterly, and samples of its Calipee and Calipash have been officially reported by London dealers to be worth 1s. 6d. per lb. Queensland samples sell at from 6d. to 1s. 9d., but the best West Indian fetches as much as 4s. The Western Australian "long-neck tortoise" (*Chelodina oblonga*) is specifically distinct from the two other forms found in the swamps and rivers of Eastern Australia. There are no tortoises in Tasmania.

**Frogs.**—There are five species of frogs in the State, two of the species being tree-frogs (*Hyla aurea* on the mainland and *Hyla rubella* on the Abrolhos Islands). The tree-frogs will invade houses and wage destructive war on cockroaches. The frogs of the Swan River (*Myobatrachus paradoxus*) is not a croaker like ordinary frogs, but emits a high-pitched groan which sounds like a human being in distress, and has a weird effect on listeners. It is even said that the perfunctory ex-

ploration of the Swan River made by the French expedition early in the last century was due to the boatmen becoming terrified by the ear-piercing groans of these frogs. At any rate, the French ascended the river no farther than the site of Perth, though there is navigable water for a full score of miles beyond it.

## FISHES.

Fishes have a still more ancient lineage than any land animal and have been widely distributed from very early ages. Hence it is not remarkable that in the fish fauna of Australia there should be very little which is distinctively Australian in character. Along the south coast and extending to Tasmania and New Zealand the fish life is principally that characteristic of the temperate portion of the whole South Pacific





Ocean. Down the east and west coasts of Australia spread fishes from the warmer equatorial waters. On the Western Australian coast a mixture of these warm and cold water faunas is met with all the way from Mandurah, some 40 miles south of Perth, right up to Shark Bay, and possibly as far as the North-West Cape itself. The number of species of fish at present recorded for Western Australian waters is about 220, but our knowledge in this respect is still very incomplete. In fact, the systematic study of the occurrence and distribution of fishes in the West has scarcely yet been begun, and the economical aspect of the question has been left mainly to chance as an industry which would develop of itself somehow, like the industry of gold-digging. The Department of Fisheries has this year been completely reorganized, with a view of systematic development of the State's fish resources. As an index of what may be learnt by further research in Western Australia it is significant to compare the proportion of "table fishes" to the total number of species catalogued. The British seas have 208 species, of which forty only rank as edible; New Zealand has 243 species and thirty-three edible; Tasmania, 207, of which one-third is really edible, but only twenty-one ordinarily sold in the markets; while Western Australia has already some forty marketable species out of the 220 now known. During a Government-conducted trawling expedition from Fremantle to Shark Bay, about five years ago, the trawl was cast 100 times, and on an average three out of every four casts brought up a species new to the coast; and ten of these were new to Science both in species and genera. The fresh-water fishes of the State, owing to the absence of large rivers, can never be important economically; but the sea-fishes which visit the coasts in search of a favourite food have their distribution governed by the warm or cold water currents bearing that food. Swarms of medusæ, mollusca, and larval crustacea crowd along the coast according to season and attract shoals of small fishes, which in turn are pursued by enemies usually inhabiting waters elsewhere. The study of the ocean temperatures which regulate the lower forms of life on which the fishes feed has as yet not even been attempted as far as Westralian seas are concerned, though the data could easily be obtained from the engine-room records of the trading steamers. That a big fishing industry is possible and will yet be developed along the Western Australian coast is certain, and must attain to great export dimensions. Even such countries as Italy and Spain draw over one and a half millions sterling every year from their "Harvest of the Sea." The total "catch" of Western Australia each year is about 1,500 tons, worth about £52,000, while nearly an equal sum of money is spent on importing cured fish from abroad.

#### MOLLUSCA, ETC.

Space does not admit of any extended discussion of the minor marine organisms of the Westralian seas. There is nothing distinctively Australian about them, except those along the south coast. Northward the characteristic forms of the tropical waters occur. The pearling industry (which begins at Shark Bay and extends to the extreme north coast) produces about 1,000 tons of pearl-shell (worth over £150,000) and about £50,000 worth of pearls annually. Good sponges occur freely at all points where the sea bottom is composed of the crystalline rocks, but, so far, have been neglected.

#### ENTOMOLOGY.

Insects with a world-wide range are rare in Australia, but the insect fauna of the continent is a particularly large one. It is enormously rich in beetles, flies, wasps, bugs, and, to a slightly lesser extent, in butterflies and moths. The peculiar characteristics of the Australian insects are so marked that it is claimed an expert in such matters would at once recognize any specimen as from Australia. From New South Wales northward there is, as was to be expected, an increasing analogy with the insect fauna of the Malayan Archipelago and Southern India, and even a slight admixture of species. From New South Wales to Tasmania the insect fauna has its nearest affinities with that of New Zealand and Western Polynesia. In the open sandy plains of the interior of Australia, and extending to the heath and tangled scrubs of the West, the affinities are strongest with the insect fauna of South Africa, but the differences are all strongly marked.

It is estimated that a full catalogue of Western Australian insects would run to quite 30,000 species, but only the barest fringe of this great field of work has yet been entered. The three distant relationships of the Australian to other insect faunas, and its own peculiarly distinctive character, attest the long-continued isolation to which it has been subjected and the extremely early period of its origin. The development of this fauna has, however, proceeded under the same forces as those pertaining to other parts of the world; hence all the familiar forms of northern hemisphere insect life and its province in the economy of Nature have "representative forms" in Australia. Thus there are dragon-flies by the sides of streams; there are wasps, hornets, bees (all small and no larger than the common house-fly), mosquitoes, flies, fleas, cockroaches, spiders, etc., all fulfilling their natural work and appearing almost identical with the northern familiar forms. That the competition for existence between the different forms of insect life had long ago reached a normal level or balance in Australia is also attested by the general

rule that its insect distribution is governed by the distribution of plants; where certain plants are widespread the insects which live upon them are widespread also, though absent from the intermediate areas in which the plants do not occur.

These are significant facts and very suggestive of valuable results if carefully pursued. Scarcity of food or the destroying influence of parasites and insect-devourers could alone have brought about this long-continuing balance. Hence it is in Australia that a unique opportunity is afforded for the study of economic entomology, uncomplicated very far as yet by man's introduction of competing forms from abroad. All the Australian Governments are now giving this matter attention, for though the introduced destructive pests are many, there are several native pests which are

equally able to work mischief to farm, garden, and orchard. The settlers who in Western Australia are now clearing away some 400 square miles of native vegetation annually are also destroying the natural food of the native insects in those parts. The plant life grown in its place may prove quite as acceptable for insect food as that which was cleared off—at least for some forms of vegetable-feeders—and as the parasites have been destroyed and an abundance of one particular kind of food provided where once the native special food was relatively scarce the farmer finds he has made a pest of what was formerly no pest. This is now one of the great insect problems of Western Australia.

Speaking in general terms, the insect life of Western Australia is not of very great discomfort to human life, nor is it dangerous to the domestic animals.

## THE FLORA OF WESTERN AUSTRALIA.

### HISTORICAL NOTICES.

The flora of Western Australia, like the fauna of that State, cannot be studied apart from that of all Australia.

The study of Australian botany is marked by three very distinct phases.

The continent being an island, without navigable rivers to give access inland, its vegetation became first known along the whole circuit of its coastline, and before even a glimmer of knowledge had been obtained concerning the character of its inland regions.

The second phase began after the Blue Mountains had been successfully crossed and exploring expeditions had examined the head waters of the numerous rivers which drain the inland slopes and flow out into the great plains to the west.

The third phase began when the Eastern States became self-governing and appropriated portions of their revenues to maintaining State gardens under expert botanical direction. A close study of the native flora ensued, its distribution became ascertained, and its economic limitations clearly defined. By means of the precise information thus acquired colonists were helped to a knowledge of the correct lines on which to cultivate to economic advantage such other plants as they found it necessary to introduce from abroad.

The English knowledge of the Australian flora, curiously enough, begins with the visit of William Dampier to the coast of Western Australia in the year 1688, or nineteen years before the birth of Carolus Linnaeus, the

founder of botanical science. Dampier in 1697 published the narrative of his voyage and illustrated it with drawings of some of the new plants brought home by him. Crude as these drawings are, and ill-preserved the specimens from which they were taken, those familiar with Australian botany find little difficulty in recognizing most of the plants figured. The casuarina, the tea-tree, the Sturt pea, and a prickly solanum are among those most easily distinguishable.

Eighty-two years after Dampier's first visit to north-west Australia Captain Cook's expedition, having the botanists Banks and Solander on board, discovered the coast of east Australia; and at Botany Bay they made the first collection of Australian plants gathered by scientists. Altogether about 1,000 species were obtained while on the Australian coast and the beginnings of Australian botany were firmly laid. Menzies, who was botanist of Vancouver's expedition in 1771, made a further collection of plants when Vancouver discovered King George Sound, and a year later Labillardiere, the naturalist with D'Entrecasteaux's expedition, again augmented the list of known plants by the collections gathered by him on the south coast of Tasmania.

When Flinders in 1802 started his exploration of the Australian south coast there had by that time become scientifically known about 1,300 species of Australian plants. Flinders had with his expedition the now famous botanist Robert Brown, and so assiduously did Brown collect that he raised the total number of

flowering species to nearly 4,000, a truly splendid achievement. This collection was, by a strange coincidence, representative of the two great gulf systems of Australia—that from the south coast being from the east end of the Great Bight to St. Vincent Gulf and Kangaroo Island, and that from the north including all the flat shores round the Gulf of Carpentaria and the escarpment of desert tableland along the north coast of the Northern Territory. Flinders' voyages terminated in 1803, but it was not till 1814 that his narrative was published. Baudin, the French explorer whom Flinders met in Encounter Bay, had meanwhile pirated all Flinders' discoveries, incorporating them with his own work down the north-west and west coast of Australia. Leschenault de la Tour, the botanist of his expedition, had, however, but few opportunities to add to collections until the expedition put into the Geo-

work of his successor as Surveyor-General, Mr. (now Right Honourable Sir John) Forrest, completed the line of exploration across the centre of Australia from east to west. Cunningham's collections during King's voyages brings to an end the first phase of our knowledge of the Australian flora, the flora of a region isolated from the rest of the world, its own natural vegetation protected from intruders by

"The long wash of Australian seas."

The second phase of Australian botanical explorations—that of the region inland—did not begin until after King's last voyage. Allan Cunningham remained in Australia to pursue his studies at the cost of the Home Government, and in 1823 he led an exploring expedition northward along the western foot of the Blue Mountains, crossed the Liverpool Plains in a subsequent journey, and reached as far north as the latitude



SPIDER ORCHID.

FLANNEL FLOWER.

SPIDER ORCHID.

graphie Bay and discovered Leschenault Inlet, where now the town of Bunbury stands.

The botany of the west, south-east, and north coasts had become fairly known as the results of the foregoing discovery voyages. When Flinders' narrative was published in 1814 the British Government decided to have the unknown north-west coast also surveyed and thus complete the outline of the map of Australia. Lieutenant King's voyages from 1817 to 1821 were made with this object, and as his landings promised to be frequent the famous botanist, Allan Cunningham, having been specially sent out from Kew Gardens to study Australia's flora, was attached to the expedition. One of King's other officers was Lieutenant Roe, afterwards Surveyor-General of Western Australia, and in this connection it is interesting to note that just as Lieutenant Roe's surveying work completed the Australian coastline, so the

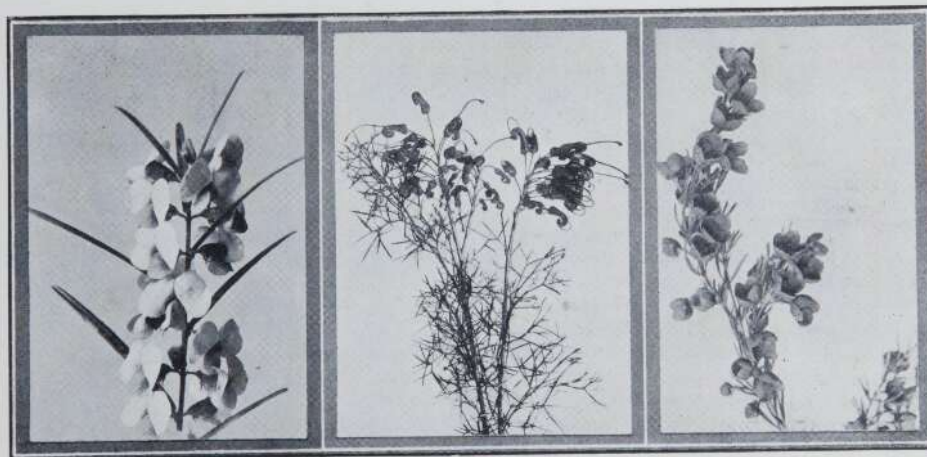
of Brisbane. Cunningham added 1,300 new species to the flora, and his death when accompanying Mitchell's expedition in 1835 was an irreparable loss. The work done by others also increased the list considerably. Captain Stirling, when founding the Swan River colony in 1829, had introduced a staff of gardeners with James Drummond in charge, and planted Government gardens. Drummond became a permanent settler in the colony and made extensive collections of the native plants, which collections he sent to Europe. His assistants—Gilbert, Morrison, and Mangles—also made extensive collections and disposed of them. Wilson, Baxter, and Collie gathered largely in the Cape Leeuwin corner and along the south coast, while Surveyor-General Roe always collected extensively during his journeys inland. Much of the material thus collected passed into Cunningham's hands, and in 1833 the Austrian traveller

Baron Huegel visited the Swan River colony and made a big collection. Altogether, at the time of Cunningham's death the tabulated flora had reached to about 6,000 species of flowering plants, and some considerable progress had been made in systematically grouping them. Thenceforth and until the era of the gold discoveries many collectors were at work in the more accessible or settled parts. Ludwig Preiss in 1838, and Backhouse a little later, made extensive collections in both Eastern and Western Australia; Lawrence, Caley, Hooker, and Ronald Gunn added extensively to the eastern flora—Gunn essaying a complete collection of all the plants of Tasmania. At Albany in 1848 Maxwell established himself in business as a collector and exporter of native plants and seeds.

With the era of gold-digging came a prosperity which enabled the colonies to expend money for scien-

Museums and the Public Libraries are so well stocked with specimens and botanical literature that the study of Australian botany is now easy to cultivate, either in its purely scientific aspect or as science applied to industry.

The full flora of Australia, inclusive of the higher seaweeds and fungi, probably runs to over 10,000 species. Of the vasculare or veined-leaf plants the list of authoritatively established and fully-recognized species approaches 9,000 and new discoveries continually increase the number. The complete working up of all this material we owe to many hands working more or less independently; from which circumstance many species have been several times named and new systems of classification and groupings frequently introduced. Botany is a progressive science, and it is well to remember that the



HOVEA.

GREVILLEA.

BORONIA.

tific or aesthetic purposes. The State garden established in Melbourne was fortunate in having appointed to it as Director and Colonial Botanist the late Baron von Mueller. For the development of Australian botany this was a most happy appointment, for the hour and the man had both arrived. The Baron's work in Victoria, supplemented by the work of Dr. Woolls in Sydney and of Professor Tate in Adelaide, practically completed the pioneer work in Australian botany and established it on a sound natural basis, which further workers may expand, but which further discoveries are little likely to alter. In all the Australian States now there are established botanic gardens maintained at the Government expense, and each State has a department of botany. The economic phase has been developed in forestry and agriculture, and the Technological

systematic study of Australian plants grew with the schools founded by the giants of the eighteenth century. Sir Joseph Banks was not a botanical writer, but he was a great collector and helper of other botanical workers. Solander, his fellow-traveller, was a British Museum official who had but little time for writing, though as a pupil of the great Linnæus he was well able to do so. Another pupil of Linnæus, named J. Rheingold Forster, was botanist of Cook's second voyage, and on his return he wrote much concerning Australian botany. Sir J. E. Smith published a small number of illustrations of Australian plants in 1793, and De la Billiardiere (or Labillardiere) published in Paris in 1804-6 a summary of Australian results to that date, including his own work as naturalist to the D'Entrecasteaux expedition.

But it was not until Robert Brown (the botanist of Flinders' voyage), working up the vast material collected by himself and Banks, began in 1810 to publish a prodromus of the Australian flora that progress worthy of the subject was really attained. Sir Joseph Banks has been called the "Father of Australia," but in a much truer sense Robert Brown was the "Father of Australian Botany." As late as 1830 Brown brought out a supplementary volume to his prodromus, and the first paper published by the Royal Geographical Society is by him, and is a discussion of the botany of the Swan River district of Western Australia. Bauer, who was Brown's draughtsman during Flinders' voyage, and who afterwards remained some years in New South Wales, published in 1813 a volume of illustrations of the Australian flora, and Robert Sweet did a similar work in 1827.

Of Western Australian botany in particular the collection made by Huegel in 1837 was worked out by Endlicher, Fenzl, Bentham, and Schott and the results published in Vienna. The collections which Ludwig Preiss made in Western and Eastern Australia during the years 1844-7 were worked at by different specialists and the results embodied in two volumes edited by Lehman. The botany of Western Australia underwent a critical revision at the hands of Baron von Mueller, who accompanied Gregory's expedition across North Australia and afterwards exhaustively investigated the forest resources of the south-western division of Western Australia on behalf of the Government. His report is beautifully illustrated with a figure of every one of the timber forest trees in that division of the State, and is still a textbook on the subject. The opening up of the Western Australian goldfields rendered accessible to collectors a strip of back country nearly 300 miles wide, and this great increase of new ground tempted Spencer LeM. Moore and Diehls and Pritzel to make special collecting tours in search of new forms or the acquisition of new facts. Government exploring expeditions into the Kimberley division during recent years have also extended our knowledge of Western Australian tropical vegetation. All these later results have not yet been fully worked up, nor are they incorporated in the list published in a special natural history volume of the State issued by the Registrar-General in 1904.

Where so much work has been independently done, and where the results have been published in such a scattered manner, it is difficult and even impossible for Australian students to refer to all the works in which the plants were originally described and figured. In the absence of herbariums and published local floras this is a grave impediment to the student, and the number of species of which good drawings exist is still all too few—probably less than 25 per cent. of the whole. To

obtain descriptive characters in a handy compendium is possible by consulting the "Flora Australiensis," a work in seven volumes by George Bentham; but the last volume of this work was published in 1876. The British Government bore the cost of this great publication, Bentham's remuneration being £150 per volume. Baron von Mueller carried on the labour of recording new discoveries after Bentham, and his "Fragmenta Phytographia Australiæ" is the standard reference work since Bentham's time. Floras have been recently published by all the Eastern Australian States, but as they are not based on one common system of naming and grouping the data contained within their pages help the student of one State's flora very little in comparing it with the floras of other States. For such purposes the "Census" prepared by Baron von Mueller in 1889 is still practically the only single work available. It will therefore be both interesting and helpful to enumerate the chief older works in which the Australian plants were first described and figured, and copies of which are to be found in some of the Public Libraries of the Australian States. Those marked \* are in the Perth Public Library.

- \*1697. Dampier. A voyage to New Holland.
- 1776. Forster. Characteres generum plantarum quas in itinere ad insulas maris australis collegerunt. London, fo., 76 pp., 75 plates.
- 1786. Forster. Florule insularum Australium Prodromus. Gottingen, 1786. 8vo.
- \*1793. J. E. Smith. A specimen of the botany of New Holland. London, 4to, 16 col. plates, by James Edward Smith, President of the Linnean Society.
- 1797. Forster. Herbarium Australe. Gottingen, 8vo.
- 1804-6. De la Billiardiere. Novæ Hollandiæ plantarum specimen. Paris, 4to, 2 vols., 112 pp. and 130 pp. and 265 plates.
- \*1810. Cox. Illustrations of the botany of Cook's voyage. Parts I. and II.: "Australian Plants," a series of 243 copperplate engravings made at the private cost of Sir Joseph Banks and published in two large volumes in 1900 by the British Museum.
- 1810. Robt. Brown. Prodromus Floræ Novæ Hollandiæ et insule van Diemen. London, 8vo.
- 1813. Bauer, Ferdinand. Illustrationes Floræ Novæ Hollandiæ.
- 1814. Robt. Brown. General remarks on the (geog. and system) botany of Terra Australis. 4to, 84 pp., 10 plates.
- 1824-5. De la Billiardiere. Sertum Austro calcedoniens. Paris, fo., 2 parts, 83 pp., 80 plates.
- \*1825. Cunningham. Botany of the mountain country between the colony round Port Jackson and the settlement of Bathurst. 8vo. (This is one of the papers in Baron Field's Memoirs on New South Wales.)
- 1827. Guillemain. Icones plantarum Australasiæ variorum. Paris, small fo., 2 parts, 20 pp., 14 plates.
- \*1827. Robt. Sweet. Flora Australasica. Large 8vo., 56 col. plates.

1830. Robt. Brown. Supplementum primum Prodromi Florae Novae Hollandiae. 8vo., 40 pp., describing the plants collected by Baxter, Caley, Cunningham, Fraser, and Sieber.
1837. Enumeratio plantarum quas in Nova Hollandia collegit K. von Huegel. Vienna. 4to.
1838. Endlicher. Stirpium Australasicarum decades tres. Vienna, 4to, 23 pp.
- \*1838. J. Lindley. 77 Nova sp. plantarum. (In Mitchell's "Three Expeditions.")
- \*1839. J. Lindley. Sketch of the vegetation of the Swan River colony. 8vo., 58 pp., 18 col. figures. (Supplement to 23rd vol. of Edwards's Botanical Register.)
- \*1844-7. F. Lehman. Plante Proissiane.

In addition to the above it is well to note that the appendices in the narrative volumes of the voyages of



ANIGOZANTHUS MANGLESII KANGAROO PAW.

discovery and the inland exploring expeditions give many botanical details.

#### ORIGIN OF THE AUSTRALIAN FLORA.

Baron von Mueller's "Census of Australian Plants, 1889" enumerates 8,839 Australian plants which, after critical revision, he admits as well-founded and established species. These he grouped into 156 natural orders comprising 1,409 genera. Additions since made to this flora have perhaps raised the total number of species to about 9,000, but in discussing the characteristics of Australian vegetation these additions raise no material issues.

Briefly stated, the Australian flora is constituted of three elements, *viz.*—(1) The autochthonous or original Australian vegetation more or less spread over the whole continent, but with many of its species very localized. (2) An immigrant element, mainly Oriental, which dominates the tropical northern coasts, but does not obliterate the distinctively Australian characteristics of those coastal regions. (3) An alpine or cold region flora, also immigrant, and typical of the Andes Mountains of South America. This element survives now only on the highest mountains of Tasmania, Victoria, and New South Wales.

For the ancestral types of each of these elements search must be made far back in the rocks of the geological record. The two immigrant floras are descendants of families of relatively recent date and are as yet comparatively little modified. The autochthonous element, on the contrary, is descended from families so ancient that many of the types have become extinct in other parts of the world, and but for their survival in Australia many genera would to-day be known only by their fossil forms. Some fifty species found fossil in Australia still survive in the world's flora, but of this number no fewer than seventeen survive only in the Australian region. They belong to the genera *Byblis*, *Casuarina*, *Cephalotus*, *Santalum*, *Nuytsia*, *Polyomphox*, *Persoonia*, *Grevillea*, *Hakea*, *Lomatia*, *Banksia*, *Dryandra*, *Callicoma*, *Ceratopetalum*, *Boronia*, *Eucalyptus*, and *Phylloglossum*. All of these, except *Persoonia*, *Hakea*, and *Boronia*, occur as fossils in Europe, some of them as far north as Greenland and Spitzbergen. Of the other species (or species very closely akin to them), seven live in North America and two in Brazil. Sixteen range among East Indian islands, three are in Japan, one in the African island of Bourbon, one in the Himalayas, one in Syria, three in Europe, and two in New Zealand. Among the forms of plant life of the ancient ages which still survive, but which now have forsaken Australia, are *Sequoias* (pines), indistinguishable from the giant pine of California and the lumber wood which America exports to Australia from Oregon in such immense quantities. The "cedar of Lebanon" and the oak and the beech-trees also once had an Australian home. Such facts suggest that in ancient days the world's climatic conditions favoured a far wider range of specific plant life than now obtains, or that the plants were better able to struggle in the battle for existence. This is still better seen if the geological ages are traced still farther back. New Zealand, for instance, shows very little affinity with Australia during the Tertiary period, but in the Mesozoic period she had in common with Australia certain forms which still survive as closely-allied species among living floras. The Ginkgo pine of China and Japan, the *Araucaria* or "Norfolk Island pine" and the *Dammara* or "Kauri" pine are

typical examples of these survivals. Among the coalbeds of still older age in South Africa, India, Tonquin, Australia, and New Zealand the fossil plants which are identical (but of genera now extinct) are still more numerous.

It is thus seen that the autochthonous flora of Australia must have been long isolated from the rest of the world. Even the immigrant forms which mixed the flora of the eastern coast were cut off from reinforcements, and in many cases have died out altogether. The purity of the autochthonous flora still occupying the south-west corner of Western Australia is proof that the immigrant flora invaded eastern Australia while yet the western half of the continent was a detached island. It is further proof that since the period of the fusion of this western island with the land mass in the east there has existed an arid or "Eremian" region dividing the continent into a north coast section and a south coast section, except for the narrow eastern belt formed by the Blue Mountain cordillera in New South Wales. Across this Eremian central region a large section of the immigrant flora could not spread; while competition with the local forms in the east, reinforced continually by autochthonous forms from the west after the continent had become one compact land-mass, caused many of the immigrant families to die out altogether and others to become much modified in structure and in numbers.

What caused this great development of tree-life throughout the world at the beginning of the Tertiary period, and its shrinkage into highly-specialized forms with restricted habitats later in the Tertiary period (and continuing down to modern times), is a riddle yet unsolved. It has been suggested that the development of monocotyledons, especially the grasses, which took place after the Miocene period and is still proceeding, though not yet at culminating point, affords a sufficient explanation of the modifications of both flora and fauna. Certain it is that the teeth of the early land mammals were better designed for twig-breaking, fruit-crunching, gnawing, and root-grubbing than they were for browsing on pastures. It is the mammals of to-day which are specially adapted to browse on prairies, in meadows, or in glades. But for their offices in keeping down grass growth and insect life the most productive regions of natural growth would be under the continual menace of destruction by fire, and the fauna become the victims of a holocaust when fires took place. It is due to the outpouring of lava streams and their complete covering of drift deposits over wide areas that most of the fossil plants in eastern Australia have been preserved to us. Tin ore and gold being also in the detrital matter thus preserved the fossils have been brought to light by the work of the miner's pick. So little exploration has been

done as yet in the western half of the continent that it is impossible to surmise the extent to which our present knowledge may be supplemented from that source when it shall be explored. The broad generalizations already established do not, however, seem likely to be very much amended.

The character and aspect of the Australian flora has been often described, and it is needless to repeat the descriptions here. It was Robert Brown who first drew attention to the shadeless character of the trees owing to the leaves being set edgewise on the stems, and that both sides of the leaves were alike in consequence. It is a popular belief that all of the Australian trees are evergreen, that the trees shed their bark instead of their leaves. But there are a few which are deciduous, though they are not all markedly so. In the Cape York Peninsula the following deciduous trees occur, and some of them also occur in tropical Western Australia:—*Cochlespermum Gillivrae*, *Bombax Malabarica* (the silky cotton-tree), *Sterculia quadrifolia*, *Melia composita* (white cedar), *Cedrela toona* (red cedar), *Sesbania grandiflora*, *Erythrina Indica*, *Castanospermum Australe* (Moreton Bay chestnut or "bean tree"), *Albizia procera*, *Sarcocephalus cordata* (Leichhardt-tree), *Eucalyptus platyphylla* (poplar gum-tree), and *Ficus colossa*.

There are now some 200 naturalized plants in Queensland which have made good a new home for themselves in that tropical corner of Australia; while South Australia, in the temperate region of the south, has no fewer than 348.

#### THE WESTRALIAN SECTION.

The rainfall map exhibits very clearly the three natural divisions of the floral regions of Western Australia. There is the tropical north separated from the temperate south-west by the dry Eremian region, which extends from the west coast right across Central Australia to the western foot of the eastern coast range. This dry region, with its great extent, is due to the prevalence of south-east winds—really the south-east trade wind—which normally blows right across Australia from the Great Bight to the north-western coast. These winds in their course go from a cool to a warmer latitude, and as there are no high mountains to chill them they not only retain the moisture they bring from the south coast, but add to it by evaporation of any water met with along their journey inland. The north-west coast is therefore a region watered by rainfall only when the cyclonic depressions in their passage down the Indian Ocean on its Australian side (a passage which they continue along the south coast after rounding Cape Leeuwin) get drawn in to strike the coast above the North-West Cape, and so take a "short cut" across to

the Southern Ocean parallel to their more usual southern track. It is by these incursions that the creek channels in the Eremian region are occasionally flushed to overflowing, that the claypans and so-called lakes are replenished, and then truly "the wilderness blossoms as the rose." The Eremian region is, in fact, a region in which a "mild drought" is always reigning, and the plant-life indigenous to it must necessarily be of a kind adapted to withstand heat, cold, drought, or flood. Yet no fewer than 942 species of plant-life have been enumerated in the flora of this peculiar region. No fewer than 208 of them reach the north tropical coast and practically the whole of them the west and north-west coasts. It is a fact, both interesting and instruc-



LEPTOSPERMUM FIRMUM,  
COMMONLY KNOWN AS "TEA-TREE."

tive now to remember, that it was to reach this region of prevailing south-east winds that the Dutchmen, in their voyages to the East Indies so long ago, stood so far eastward after rounding the Cape of Good Hope before bearing up northward for Java. Sometimes they kept easterly too far, and thus discovered Australia where they least expected—under their ship's keel, as in the case of Pelsart's wreck on the Aboholhos. From where the Dutchmen ordinarily made their Australian landfalls, right along northward as far as navigation toward Java or the Moluccas took them, the winds which favoured them were the winds blowing over the west end of the Eremian region, and the coast itself is the least inviting portion of all-Australia. To this fact is

doubtless due the absence of Dutch desire to annex or to colonize, and thus it came about that Britain, seeking a new territory for new penal settlements to replace those lost with the American colonies, settled first the east coast and finally claimed all Australia. A better knowledge of botany and meteorology would have saved Australia to the Dutch, or, later, would certainly have given it to the French. On very small issues does history thus sometimes pivot.

*The Eremian Division.*—The Eremian flora is that which supports millions of sheep and cattle in eastern Australia and on to which the flocks and herds of Western Australia are continually expanding. Wherever the stock can be provided with water in this so-called "desert" of Australia there Nature has provided food for it. What is true of one part is true of all, and the ultimate pastoral resources of Western Australia within this region have not yet been even guessed at. Sheep, cattle, and horses will thrive and multiply on even the worst of the spinifex sandhills country, and the sustaining character of the feed there is exemplified by the work of the horses with which explorers have traversed Australia from north to south and from west to east. The region is essentially a grass region. Tree life occasionally covers large areas, but succulent herbage is always a local occurrence after rain or flooded creeks. In tree life the acacias predominate. The *Acacia aneura* or "mulga," along with a few interspersed *Myoporinae*, *Casuarinae*, *Santalaceae*, and *Eucalypti*, constitutes the typical desert "scrub," which has a thin undergrowth of grass at times. In the watercourses the only large timber is to be found, and the sandy creek channels sometimes look like broad drives through an avenue of the *Eucalyptus rostrata* or "flood gum-tree." The south margin of this Eremian region, where it graduates into the better forested lands of the temperate zone, is dominated by dense tracts of eucalypti with slender stems and having foliage only at the top. These trees grow closely crowded and all about the same height (say 25 ft.), and are about the thickness of a man's arm. In the Eastern States this is the typical "Mallee" scrub, the trees in the Eastern States being the *Eucalyptus dumosa*; in the West this "mallee" is chiefly *Eucalyptus oleosa*. Toward the northern zone where tropical vegetation begins to appear the fan-palm (*Livistona*) and a fig-tree (*Ficus platypoda*) are the first important harbingers. The *Livistona Mariei* occurs south of the Macdonnell Ranges in Central Australia, and its almost identical congener, the *L. Alfredi*, occurs at Mill Stream Station on the Fortescue River, near the North-West Cape.

*The North Division.*—The north or tropical flora of Western Australia is the diminishing progression southward of the flora of Arnhem Land in the Northern Territory, mixing with the Eremian flora as dis-



tance from the coast and the Equator increases. The last stragglers southward reach as far as the Fortescue River, but the real aspect of a tropical flora does not come south of the Fitzroy River. Along that river there is a long stretch of forest country, but in general terms the aspect of the Kimberley region is grass land rather than forest land, and despite the abundant rainfall ferns are exceedingly rare. Phragmites Roxburghi, a tall bamboo-like reed, grows on pool margins to heights of 10 to 12 ft., and the true rice grass (*Oryza sativa*) occurs toward the South Australian border of the State. The *Adansonia* or baobab tree is one of the immigrant flora from the north, which looks strange amid so much other vegetation purely and distinctively Australian. On the east side of Cambridge Gulf a vast tract is covered with pines (*Callitris*), which it is now the object of a commercial company to exploit. The true caper plant (and a true bean) occurs and has spread down the nor'-west coast, and the "kapock" or silky cotton-tree (*Bombax Malabarica*) of India is among recent additions to the flora of this region. The "cajeput" is the *Melaleuca leucodendron* of India, and this and the *Callitris* pine are the only two really light-woods out of which the aboriginals might have constructed rafts had they a suitable substitute for cordage with which to bind the mass together. At present in tidal waters the natives cross by means of a floating log of "cajeput."

*The South-West Division.*—This corner of Western Australia, bounded inland by a line drawn from the Gascoyne River at Shark Bay to Cape Arid on the south coast, is at once the most distinctive and the most interesting botanic region of all Australia. Within this region are 2,013 species of plants which are never found beyond it. It is the last remnant of the primitive flora, and has survived because it is adapted to a season of seven months of copious rains, followed by five months of drought or very light coastal showers. This region possesses the most valuable timber industry of all Australia, the jarrah and the karri timbers being now household words in Europe and America. The forest trees, which reach to 30 ft. in height and upwards, are of more than thirty species, and only three of them occur elsewhere. The karri (*Eucalyptus diversicolour*) is one which takes first rank among the vegetable giants of the world. In extreme instances it reaches 300 ft. high, but its average height is about 200 ft., the stem being without a branch for the first three-fourths of its height, and 4 ft. in diameter when starting to branch. It is in the most humid part of the Cape Leeuwin Peninsula that the karri forest occurs and such giants grow. With increasing distance inland belt after belt of lesser rainfall is characterized by a more varied and moderate growth of tree life. A line from Cape Leeuwin north-east to the Kalgoorlie goldfield crosses

these belts at right angles, each belt marking, in effect, the frequency of the incursions inland of the cyclonic atmospheric depressions, which while rounding the Cape bring rain in over the coast, the rain following in the wake of the nor'-west and south-west quadrants of the cyclonic depressions. The town of Kalgoorlie stands within the Eremian division, but at a point where the transition zone of mixed Eremian and southern primitive flora is of great width. A traveller starting from there to the coast is already 50 miles inside the belt where the mallee (the *Eucalyptus oleosa*) has gained ascendancy over the mulga and is itself dominated in turn by the salmon-gum (*Eucalyptus salmonophloia*) and Gimlet-tree (*Eucalyptus salubris*). If he keeps to the railway line the almost continuous dense scrub is seen to be mixed with morrell-gum (*Eucalyptus longicornis*) as Southern Cross is approached, and here (although the country is still Eremian in aspect) he meets with the first wheatfield, the crop being cultivated for hay. From Southern Cross the presence of the farmer becomes more and more marked, and the great wheat-growing belt of Western Australia which lasts to Northam is fairly entered. From Northam to the coast the whole route is amid the typical flora of the south-western division. If the traveller took a direct route from Kalgoorlie to Cape Leeuwin he would meet each belt in succession earlier in his journey, the autochthonous or primitive flora being fairly entered when he reaches the line of railway from York to Albany. One of the eucalypts (*E. occidentalis*) met with along this York-Albany railway is known as the mallet-bark tree, whose bark is so rich in tannic acid that thousands of tons of it have been stripped and sent to the coast for export. Passing the mallet-bark belt the jarrah belt is entered. Thence to the Cape the farmer's country is left behind, an exuberant tree growth is developed in the moist climate, and soil and climate are best suited to root-crops or orchard-trees. The jarrah becomes also a very large tree the nearer the coast is approached, until it in turn is dominated by the giant karri already mentioned. Grass is not plentiful in this forest country; the dense undergrowth of many kinds of *Proteaceæ*, *Leguminosæ*, and *Myrtaceæ* effectually occupies all space between the large trees. The *Xanthorrhæa* and its near ally the *Kingia* or "Blackboy," along with *Casuarina* and *Banksia*, are common where the soil is poorest and sandy, but wherever the forest is sufficiently open to sunlight the abundance of beautiful wild-flowers is simply amazing.

Much has been said and written about the poisonous plants which occur in the native flora of Western Australia. Unquestionably the list of plants reputedly poisonous to stock is a long one. But they are not all really dangerous. Those even with the worst reputation kill the animals only when consumed in con-

siderable quantity. Their potency is greatest after flowering, and it is just at that time that other herbage has been fed off. Stock do not eat the poison foliage from choice, but from scarcity of other feed. Overcrowding the animals at any one spot is therefore the most fruitful cause of stock losses from poison plants. Small paddocks with only one watering-place, or the neighbourhood of frequent camps, are always danger-points in a poison bush country. As a general rule all the native herbage is good feed for stock, but in most localities is thinly distributed. Hence the danger of overstocking, even for a short period.

It is matter for great regret that successive Governments have so long neglected to develop the scientific knowledge of the flora of the State. All the other States have compiled and published floras, but that for Western Australia has yet to be written. What is known now is mainly the result of private enterprise encouraged and directed by other State Administrations. It is now nearly a quarter of a century since any full discussion and review of Australian botanical results has been attempted.

Summarizing all the data at present available the conclusions to which they point are:—

1. Descendants of the primitive Australian flora still survive in the south-west division of Western Australia.

2. The Eremian region has a flora which is also distinctively Australian, but it originated out of the elements of the old flora in admixture with an ancient immigrant flora of a type now also mainly extinct.

3. A later immigrant flora from the Oriental regions and Malay Islands has obtained a strong footing along the tropical coasts of Australia. This flora is strongly marked right down to Tasmania on the east side of Australia, but on the west side its farthest stragglers do not come as far south as Shark Bay.

4. The isolation of the south-west flora from the flora in the east dates far back and is still maintained. Practically the connection between the south-west and eastern Australia is limited to the Eremian plants; less than a dozen truly south-west plants have as yet been detected inside the typical Eremian area.

5. The artificial division of the Western Australian flora into two sections only—the one extra-tropical and the other inter-tropical—is misleading, because the Eremian flora is mixed with both divisions. Mere tropical and extra-tropical lists are therefore useless for comparison.

6. The Eremian flora is very partially distributed and localized; the greater number of its species appears only during exceptional seasons or in special positions. About 942 species are believed to occur west of the east boundary of the State. Of these some 208 species spread north to the tropical coast of the Northern Territory, 830 species spread east into South Australia, 594 continue on into Victoria, and 200 still farther east into Tasmania. These Victorian and Tasmanian species include the 236 species which intrude into the south-west division of Western Australia, and they constitute the only plant-link directly connecting the two southern corners of the continent at this time.

7. There are 1,221 species at present assigned to the north-coast flora or Kimberley division of Western Australia. A consideration of the data at present available for the whole State seems to justify the following estimate of the species more or less restricted to each division and constituting the present flora of the State:—

South-west division, 2,239 species, of which 2,013 are endemic; Eremian or central division, 706 species, of which 614 are endemic; north or Kimberley division, 1,221 species, of which 780 are endemic. Totals, 4,166 species, of which 3,407 are endemic.

## THE ABORIGINES OF WESTERN AUSTRALIA.

There are very few matters pertaining to Western Australia of which it is more difficult to give a comprehensive account than the aborigines. Those of the Eastern States have been more or less completely studied and described by A. W. Howitt (the pioneer of Australian aboriginal anthropology), the Rev. John Mathew, Dr. Roth, Professor Spencer, F. J. Gillen, and others. But except for vocabularies collected by George Fletcher Moore and Sir George Grey little work in the direction of obtaining a full knowledge of the Western Australian aborigines has been so far undertaken. From time to time explorers passing through various parts of the State have collected information, none the less valuable because often incidental and disjointed, and there have also been desultory attempts to gain some knowledge of native life and customs in particular districts. So far,

however, no results of a comprehensive character have been published. At present something in the way of remedying our ignorance is being attempted by two observers working in different fields. Mr. Alfred Brown, in charge of an ethnological expedition from Cambridge University, is conducting researches into the anthropology of the natives of the north-west, while Mrs. Daisy M. Bates is endeavouring to secure at first hand material for a survey of the manners and customs, habits and languages of the aborigines generally throughout the State. It will probably be several years before these researches are completed. Meantime all that can be done is to present in a concise form such information as may be available. We do not, therefore, lay claim to any degree of originality in this article, but desire to acknowledge our indebtedness to all those who have previously written

upon the subject, more especially to the Registrar-General of the State for the excellent information published in his "Notes on the Natural History, etc., of Western Australia," and to Mrs. Bates for notes published by her from time to time.

There is no doubt that the aboriginal inhabitants of Australia furnish from many points of view an interesting study. To ethnologists they form a link in the chain of human growth and development the importance of which is tardily being recognized. The question of their origin is the cause of much speculation, and their peculiar rites and ceremonies, so distinctive in character, are beginning to engage scientific attention.

Untouched by civilization, the Australian aboriginal seems to approach very nearly to the primitive type of humanity. He is a wanderer, without permanent habitation or settled abode. He has no arts or manufacture—he does not even till the soil or tame animals for domestic use; and while he has necessarily a language he has no literature, and his ideas of art are crude in the extreme. Religious sense, as we understand the term, is practically absent, and he seems to have no perception of conscience or of moral responsibility. Yet he has a definite tribal organization, a vague family life, some leaning toward the supernatural, and a most intricate and elaborate social structure. He has diverse methods of reckoning degrees of relationship, innumerable traditions and superstitions, curious customs, rites, and ceremonies, and established habits, all of which well repay inquiry.

Those actuated by a desire to civilize the natives are baffled by their ineptitude and lack of intelligence. The missionary finds his efforts to plant Christianity upon them futile on account of the absence of a moral and spiritual nature; the pioneer is compelled to recognize and often to use their unerring instinct in matters of bushcraft, but requires to be ever on guard against their ingrained treachery. The Government, charged with the material welfare of these people whom the white man has dispossessed, and with the administration of justice and prevention of criminal actions as between them, is continually exercised not so much about the right course to pursue as the best means to adopt in doing it.

All these phases give rise to problems that call for solution. No doubt the rapid diminution in numbers caused by the spread of civilization and the adoption of some civilized vices will in many cases lead to absolute extinction, and so solve some of the difficulties. But those are the very facts that make the work of the ethnologist more insistent, if such knowledge now available is not to be for ever lost. "The inhabitants of Australia," wrote Sir William Flower, "have long been a puzzle to ethnologists." Fortunately of late years efforts have been made to solve the puzzle, and there is every hope that before the race passes out of existence a complete record will be secured

of every phase of native life and character. In dealing with the subject in this article it is proposed to discuss as concisely as possible the following questions:—

1. Origin and language.
2. Physical and mental characteristics.
3. Tribal or political organization.
4. Social organization, including marriage and inheritance and the totemic system.
5. Superstitions, rites, and ceremonies, including initiation ceremonies, etc.
6. Arts and manufactures.
7. Missions and other methods for improvement.

#### I.—ORIGIN AND LANGUAGE.

##### Origin.

To trace the origin of a race which possesses a history and a literature is often a difficult problem, but the difficulties are considerably increased when we attempt to deal with the ancestry of a people without either literature, history, or recognizable traditions of origin. Such is the case with the aborigines of Australia, whom even the most elementary phases of civilization seem to have passed by. Though much speculation has taken place with regard to the stock from which they have sprung, the question cannot yet be regarded as satisfactorily decided. There are, however, perhaps three points upon which scientists have arrived at something like an agreement:—(a) That the various tribes have a common ancestry; (b) that the original race arrived by immigration, though from what particular direction is uncertain; (c) that since the original inroad there has been admixture by alien immigration from some second source.

One of the most important factors in discussing the question of common origin is the examination of language, and those who have made a careful analysis of the dialects spoken agree that the aborigines throughout the whole of Australia are traceable to a common ancestry.

The first investigator to remark this was Sir George Grey, than whom no one is more fitted to speak upon the subject with authority. After some years spent in the collection of information he formed the opinion that no matter what might be the apparent differences between the tribes in various districts of the continent, their common origin and fundamental unity must be admitted on the following grounds:—

- (i.) A general similarity in sound and structure of words used in different parts of Australia;
- (ii.) The recurrence of the same word, with the same significance in many instances, round the entire continent, subject only to unimportant modifications;
- (iii.) The frequent occurrence of the same names of natives at totally opposite portions of the colonies, and the fact of children being named from any remarkable circumstances attendant on their birth.

Although some support is given by all ethnologists to the enunciation, the premises have been questioned on the ground that at the time they were put forth the science of comparative philology was new, and therefore there was a strong tendency to attach too much weight to it. Professor A. H. Keane, however, in his "Man: Past and Present," written half a century later, appears to confirm Grey. "To the observer arriving on the north coast of Australia from New Guinea," he says, "this homogeneous character of the aborigines is very striking. . . . Strong support is given to this assumption by the absolutely independent and uniform character of Australian speech." He points out that the divergences from a common form are few, while the phonetic system is everywhere identical. The absence of sibilant sounds is also commented upon, and from the whole he deduces that "here we have complete accord between linguistic and anatomical characters, both alike arguing for a common racial origin."

The theory is strengthened by little divergence in physique between natives of different parts, and by the fact that throughout the continent similar fundamental ideas prevail in the system of tribal and social organization, as well as in the various rites and ceremonies. "The most striking fact," according to Spencer and Gillen, "in regard to them [the aborigines] at the present day is that over the whole continent, so far as is known, we can detect a community of customs and social organization sufficient to show that all the tribes inhabiting various parts are the offspring of ancestors who, prior to their migrating in various directions across the continent and thus giving rise to groups separated to a great extent from one another by physical barriers, already practised certain customs and had the germs of an organization which has been developed along different lines in different localities. The class and totem systems, variously modified as we now find them in different tribes, can only be adequately accounted for on the hypothesis that, when the ancestors of the present natives reached the country, they spread over it in different directions, separated into local groups, and developed, without the stimulus derived from contact with outside peoples, along various lines, each group retaining features in its customs and organizations such as can only be explained by supposing them all to have had a common ancestor." As an instance of this the practice of knocking out a tooth is mentioned. Along the eastern side of the continent this has been retained as an integral part of the initiation rites, while in districts farther west only traces of it remain, yet agreement in important details proves the common origin of the custom. In this regard it seems certain that the present numerous ceremonies were not introduced in the forms that now exist, but have been evolved from the early traditions with gradual local divergence. This development probably took place before the interior of

Australia became a dry and thirsty desert, almost devoid of water and animal life; when the climatic conditions of the country made intercommunication between the tribes easy and circumstances were favourable to homogeneity. The changes in the physical conformation of the country caused diversion and isolation. "With this gradual segregation, which really consisted of a drawing in toward certain centres where in time of drought physical conditions were more favourable than elsewhere, intercommunication between the various groups became less and less frequent on anything like an extensive scale, and thus in time the various dialects arose. While words can become modified and changed with more or less ease in savage tribes, it is quite otherwise in the case of customs and beliefs, more especially those associated with sacred matters. When once they have become settled then they are, of all things among savage peoples, the least liable to change." The totemic system affords evidence of this, and is further an indication of facility of intercourse in earlier times, as well as of a common descent.

It thus seems certain that the aborigines of Australia are descendants of a common ancestry. Whence these ancestors came is still a matter for debate, but it is practically agreed that invasion occurred in the north, and from there spread out in three distinct lines from north to south, ultimately reaching Tasmania, which must then have been portion of the mainland, or separated only by shallows. Some ages afterwards a second migration occurred, according to the opinion of those best qualified to judge, which was of a type somewhat higher in the scale of civilization. This in turn followed the lines of dispersion already in existence, and arrived at the Southern Ocean, but did not cross to Tasmania, as in the meantime that island had become completely separated by Bass Strait. This may be seen from the traces that still remain of the aboriginal inhabitants of that part, which prove them to have been of a lower grade than those of Australia. The Tasmanian aborigines, now extinct, probably therefore represented the pure original stock. The severance of the continent by the formation of straits in the north then cut off any further stream of immigration, so that our present Australian black represents in all probability the result of the admixture of these two migrations, modified by local conditions in various parts, but wholly unaffected by further alien immigration, except perhaps locally, within historic times in the north, where traces of Malay influence may be found.

The theory of a double migration, it may be said, is not approved by all ethnologists, but it certainly appears to rest upon evidence difficult to controvert. It was put forward by Flower and Lydekker some twenty years ago, and in a measure it meets the views of the Rev. John Mathew, Professor Keane, and others who base their contention, *inter alia*, on the facts that the

tribes are each divided into two sections or phratries, designated by names signifying in every case "light-blooded" and "dark-blooded," and that these distinctions are not restricted to human beings alone, but are applied to all things concerning the tribe. These terms, so absolutely a part of the tribal organization, are, in their opinion, evidences that the Australian aboriginal is a composite of two original strains, both of whom would colloquially be termed black, but one of whom was of a decidedly lighter complexion than the other. With this we shall have to deal later when discussing Mathew's theory in greater detail.

On the question of the particular ethnological division to which the original race or races belonged Grey does not put forward any theory beyond from time to time drawing attention to certain physical characteristics which appear to be similar to those of the Semitic races, and instituting comparisons between various native rites and customs and similar ceremonies among the Jews. Many of the later investigators have attempted to solve the problem, but have not yet secured unanimity of opinion. Mr. Edmund Curr, in his monumental compilation "The Australian Race," advances the theory, first suggested by Captain Fitzroy, of H.M.S. "Beagle," that the aborigines are descended from the negro race of Africa, mainly on the ground that both are without religion, while they exhibit certain similarities in rites, customs, ceremonies, and superstitions. He is inclined to think that the whole race sprang from a single canoe-load of negroes who landed somewhere on the coast in the north-west, and as their numbers increased scattered over the whole continent.

The objection to the theory is that if the ancestors arrived by canoe from so distant a country as Africa they must necessarily have been an ocean-going people, a suggestion which, so far as we know, is entirely foreign to the character of the native inhabitants of Australia. Curr admits that certain peculiarities would lead us to suppose that there has been a cross with some other race, and it is now almost wholly accepted by ethnologists that the Australian is not a pure type, but is the result of admixture of two, if not more, original races. As a result of considering the physical and physiological characteristics Dr. Topinard came to the conclusion that the aborigines were a mongrel race. "It is clear," he says, "that the Australians might very well be the result of a cross between one race with smooth hair from some other place and a really negro or autochthonous race." The opinions expressed by Mr. Huxley are in harmony with this hypothesis. He says "the Australians are identical with the ancient inhabitants of the Deccan." Huxley and Topinard both relate the aborigines to the Dravidians, the ancient inhabitants of the Deccan, but do not arrive at any decision concerning the direction from which the woolly-haired race with which they are crossed may have come.

A. W. Howitt, whose view necessarily carries considerable weight, is of opinion that the Australian ancestors must have reached the continent by some land connection from the north or north-west at a time when Tasmania was part of the mainland; a conclusion which involves a vast antiquity, but which nevertheless has the balance of opinion in its favour. The hypothesis put forward by Howitt as a possible theory of origin does not meet with the same general acceptance. In his own words, it is "an original Negrito population as represented by the wild tribes of Malaysia, a subsequent offshoot represented by the Andamanese and Tasmanians, and another offshoot in a higher state of culture originating the Melanesians. As to the Australians, I may say that the discussion of the problem as to the origin of these savages and of the Tasmanians has led me to conclusions which require, as the original stock of the former, such a race as would be supplied by 'the low form of Caucasian Melanochroi' suggested by Sir W. H. Flower. From such a stock the Dravidians may be also thought to have been in part derived." Flower and Lydekker, however, in their "Introduction to the Study of Mammals" (1891), do not subscribe to the idea that the Caucasian Melanochroi were the original stock. Recognizing that the absence of frizzly hair in a people presenting the features and skeletal characters of the negro forms a stumbling-block in the way of every system proposed, they proceed to point out that "the solution, supported by many considerations . . . appears to lie in the supposition that they are not a distinct race at all—that is, not a homogeneous group formed by the gradual modification of one of the primitive stocks, but rather a cross between two already formed branches of these stocks. According to this view Australia was originally peopled by frizzly-haired Melanesians such as those who still do, or did before the European invasion, dwell in the smaller islands which surround the north, east, and southern portions of the continent, but that a strong infusion of some other race, probably a low form of Caucasian Melanochroi, such as that which still inhabits the interior of the southern parts of India, has spread throughout the land from the north-west and produced a modification of the physical characters, especially the hair. This influence did not extend across Bass Strait into Tasmania, where the Melanesian element remained in its purity."

This is the view which up to the present finds most favour. Not only can fewer objections be urged against it, but through it, without any undue effort of imagination, almost every phase of aboriginal existence may be accounted for. A later theory has been advanced by the Rev. John Mathew. While it seems to differ in some degree from the above on the question of the original race, it admits a second invasion resulting in a present crossed people. As it is the most recent solution offered it may be worth extended notice. To quote Mr.

Mathew:—"The ancestors of the now extinct Tasmanians were the original inhabitants of Australia. They were a short, black, or very dark-brown curly-haired race, congeners of the Papuans and Melanesians. But, unlike these two races, the Tasmanians, being absolutely separated from higher races, made virtually no advance in culture. At a time when Tasmania formed part of the mainland or was much more easily accessible from it than in historic times it was occupied by the then Australian race. There would not necessarily be absolute uniformity in physical characters and language among the primitive race in all places. There would be some differences, and these would probably be graduated from south to north so as to approximate to the Melanesians. . . . A superior race, akin perhaps to the Dravidians of India, the Veddahs of Ceylon, and the Toalas of

corroboration he mentions a discovery made by him concerning the Kabi tribe, and quotes Mrs. Langloh Parker and Mrs. D. M. Bates, the one with regard to the Euahlayi tribe and the other respecting the aborigines of Western Australia. In all these cases the tribal classes are said to correspond to the terms light-blooded and dark-blooded. These blood distinctions have also been referred to, though not so definitely, by Leichhardt and Bunce.

The chief objection to Mr. Mathew's solution appears to be its vagueness. While contending for a crossed origin, definition of the original stocks constituting the cross seems to be lacking. His evidence would perhaps be equally applicable to the solution proposed by Flower and Lydekker.

His indication of a further infusion of the Malay



ABORIGINAL DWELLINGS.

Celebes, though not necessarily derived from one of these lands, migrated into Australia from the north-east. The newcomers were straight-haired, and though dark in complexion were not so dark as their predecessors. They pressed forward, gradually absorbing or exterminating the lowlier, earlier inhabitants until they overran the whole of Australia, the true autochthones leaving more traces of their presence in some places than in others. . . . The Australians of historic times are therefore a hybrid race, constituted mainly of the Tasmanian and Asiatic elements."

Mr. Mathew suggests that these two races are represented by the two classes or phratries into which Australian tribes are divided, generally designated by names indicating contrast of colour—light and dark. As

race is, upon the evidence brought forward, worthy of serious consideration. Mr. Howitt contends that the extent of this must have been very slight, but in that we cannot follow him. With some knowledge of the north-west of Australia the writer has long held the opinion that both the language and the physical and mental characteristics of the Malays are discernible not only in the aborigines of the extreme north of Western Australia, but in varying degree in those farther south. If detailed information concerning these tribes could be secured it would, we feel convinced, strongly bear out Mr. Mathew's contention. The rock-drawings and paintings of the north-west, to which reference will be made later, certainly point to the presence in former times in the northern portion of the State of a race

superior in every way to that now living. The existence of individuals of a lighter complexion than usual—a fact commented upon by several observers—seems also to confirm that opinion.

In conclusion, reference may be made to the opinion of Dr. Klaatsch that the Australians are unitary in origin, and that variations are the result of isolation and local circumstances. This suggestion, however, seems to disregard certain ethnological and biological facts, all of which go to prove that the present Australian native is an admixture of at any rate two practically pure stocks.

No more has been attempted on this question than to give a résumé of the various theories held by different investigators. No new theory is advanced, as that propounded by Sir William Flower and Mr. Lydekker appears to meet most of the difficulties, and in the present state of Australian ethnology seems to rest upon the soundest evidence.

#### Language.

Closely allied to the question of origin is the consideration of language, and, as we have already pointed out, there is evidence all over Australia that the various dialects are all derived from a common root. That the dialects possess local peculiarities and differences owing to local circumstances is only to be expected, but the opinion expressed by Sir George Grey in his "Vocabulary of the Dialects of South-Western Australia" is apparently true of the whole continent. Referring to the dialects of the country from Perth to King George Sound he remarks:—"Throughout the whole of this extensive range of country the language is radically the same, though variations in dialect and in the use of certain words by single tribes are very considerable, but certainly not more than from the scattered and ignorant state of the population, the little intercourse existing between adjacent tribes, and the want of any fixed standard of speech, we might have been led to expect." As a rule, the dialects are soft and melodious, being marked by the absence of s, x, and z sounds, and in many cases of j, g, and v. The absence of sibilant sounds is general throughout the continent, and is one of the factors of moment in the consideration of origin. Grammatical construction of a kind exists, but so far we do not know enough to speak definitely about it. The structure is flexible and the emphasis usually on the penultimate. No provision is made for the expression of abstract conceptions or for reckoning up further than three, though there are ingenious methods, for example, of fixing a future date more than three or four days ahead. There is no written language, but communications are conveyed by means of a messenger or a message-stick. The hunting cries are wild and strange, with a pronounced distinctness of sound, commencing with a hard consonant, as "kau" and "koee."

The north-west dialects are more musical than those in the south, and possess other differences due mainly to altered local conditions. In addition to message-sticks a sort of gesture language is also used, as well as messengers who relate their news to the old men, to be by them disseminated among the tribesmen.

#### Numbers.

To ascertain even approximately the number of aborigines remaining in Western Australia is extremely difficult. The estimate of 50,000, said to be the total number at the date of the foundation of the State, cannot be used as a basis, as it is quite evident that it was purely an effort of imagination. Mr. Coghlan in 1898 estimated that there were 12,183 in contact with whites, and the census of 1901 returned 6,181 full- and half-caste aborigines civilized or semi-civilized "in employment or living in proximity to settlements." Those living in a wild state were not included. The late Protector of Aborigines (Mr. H. C. Prinsep) in 1906 estimated the number of the savage natives to be about 20,000, but the present Chief Protector, after visiting the Kimberley district and having also the opinion of Mr. Canning as to the desert tribes of the north, is inclined to think the number overstated, and that 10,000 or 12,000 would be nearer the mark. On that basis the total number of Western Australian aborigines would be approximately 25,000.

#### II.—PHYSICAL AND MENTAL CHARACTERISTICS.

Considering the very large extent of territory embraced by Western Australia we can scarcely expect physical uniformity among the tribes. Intermixture of races, particularly in the north, where evidences of Malay infusion exist, and local variations of climate and food supply, must in the course of time have had a definite influence on the bodily appearance. Proximity to the white man wherever it occurs also leaves its mark, generally in the direction of degeneracy, so that no description of the aborigines limited to the specimens we see about the various settlements may be considered typical of the race. But though differences seem to be marked when contrasting individuals, when comparing tribe with tribe in their natural condition there are certain pronounced similarities in build and general appearance that enable a description to be given that may be considered typical.

We are accustomed to speak of the aborigines as black, but the skin is really of a dark copper colour, changing to a dirty pink shade on the soles of the feet and the palms of the hands. It is particularly soft and velvety to the touch, emitting that strong odour characteristic of dark peoples. The hair is generally black, but instances of red and fair hair are met with, combined with a lighter complexion, even in places where peculiarity cannot be ascribed to alien infusion. It is

somewhat curly, without being woolly, and when cleansed from grease and dirt is fine and glossy.

In stature the native is not far short of the average European, but he is inferior to the latter in muscular development. The limbs are longer in proportion than those of the white man, but are lean and thin, with that absence of calves to the legs usual in dark races, though in some cases there is abnormal corpulency. Certain of the tribes in the north-west might be described as tall even in the European sense, and are splendid examples of muscular development. These, however, are anomalies of the general type, due in large measure to the influences above noted.

The cranial formation, somewhat finer in the male than in the female sex, is on the whole narrow and lengthy, with high cheek bones, the lower portion of the forehead about the eyebrows projecting, the upper portion receding rapidly. The nose, narrow above, giving the eyes the appearance of being drawn close together, becomes broader and somewhat squat lower down. The eyes are dark and, except during moments of interest or excitement, dull and listless, but the sight is quicker and longer than that of the European. The ears are inclined slightly forward, the mouth is large and unshapely, and the lips thick, though not so thick as those of the African negro. The teeth are fine and white, the upper row generally overlapping the lower. The jawbone is contracted and the chin small.

In carriage the native is erect and graceful, his movements being light and easy, free from the awkwardness which so often distinguishes his more civilized brother. The senses—taste, smell, hearing, and sight—are particularly keen, a fact to which they owe their value as guides and trackers.

The women, as a rule, are smaller than the men. Some of them when young have nicely-rounded limbs, but overwork and early child-bearing cause them to quickly lose any appearance of beauty, and the majority are distinguished even in early womanhood by pendulous breasts and general want of figure.

The mental characteristics of the native are comparatively of a low order. His intelligence is narrow and his reflective faculties are largely undeveloped, though the perceptive faculties are preternaturally sharp, making them invaluable as trackers and very useful under white direction as shepherds, stockmen, and at other callings not requiring heavy manual labour. To this quickness of apprehension is added a keen sense of the ridiculous and an excellent talent for mimicry. In Mr. Curr's opinion "the black is quicker in the action of his mind, more observant, and more self-reliant than the English peasant, but less steady, persevering, and calculating." Those who have been taught to read and write are quite as apt as white children, but when they return to a wandering life the results are not maintained. A native who has been educated and subjected

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to the influences of civilization shows little or no inclination to give his children the same benefits in turn. Whether a course of training maintained through successive generations would effect a permanent change we have no means of knowing, but it is practically certain that the native cannot be raised to the level of a civilized being in one generation. A story is told of a philanthropic lady in Western Australia who had a native carefully instructed in both English and French. Some years later a traveller spoke to a lonely native shepherd far out in the bush, and received an answer interlarded with French expletives from the learned native scholar. The lack of sustained interest may be due partly to the fact that the black recognizes that he can never compete on anything like equal terms with the white, and that his chances of fraternal recognition are absolutely nil as regards self-respecting white people. The principal cause, however, doubtless lies in the deficient quality of his intelligence. The absence of a reflective faculty is shown by their improvidence and want of forethought, as well as by the apparent inability to connect cause and effect. This, perhaps, does not altogether hold in the north-west, where they are said to make excellent boatmen, an occupation that certainly calls for some exercise of care and forethought.

Socially the aborigines are naturally polite, sunny in disposition, and inclined to good-fellowship, but those in contact with civilization often show a moroseness and sulkiness of character that is at times the cause of considerable trouble. From the standpoint of morality there is little to be said for them. The sense of right or wrong is not strongly developed; to lie costs them no pang of conscience. Toward the whites they are often treacherous and have little regard for human life. In courage they are weak, and will rarely undertake an expedition where death for some of the company is almost sure to be the result; yet they will follow a party of white men for days in the hope of getting the members of it alone, so as to kill them.

Industry and thrift are unknown to them, and chastity, in the sense that we understand the term, is entirely foreign to their natures. But though these shortcomings seem pitiful to us, nurtured in the lap of twentieth-century civilization, we have to remember that it is scarcely fair to measure them by our standards. Allowance must be made for heredity and environment, for tribal law and immemorial custom, and above all for a conscience that is little more than rudimentary. Low as they undoubtedly are in the moral scale they are not addicted to those cruel and barbarous practices that have prevailed among many natives of a higher type. The aborigines, too, have some redeeming qualities. Most observers agree that they are possessed of the virtues of hospitality, of reverence for age, and of parental and filial love—three characteristics not always a distinguishing feature of civilized life.



The amount of clothing worn by the natives varies considerably, a state of things easily accounted for in a country which extends over a large proportion of the temperate and tropical zones. In the southern districts kangaroo-skins are used by them as a cloak for the shoulders, with loin-cloths of opossum fur to cover their nakedness. Farther north the kangaroo-skins are dispensed with and the opossum-cloths give way to a thin strip of plaited grass rope, while among the wild tribes of the interior of the north-west even that tribute to decency is considered superfluous. In addition there is an adornment of the hair characteristic of the various tribes, and in some cases the bodies are painted with red-and-white colours. Among the Ngurla tribe on the De Grey River the men wear plumes in their hair and suspend pearl-shells from the waist-girdle, while the women hang pellets of gum on locks of their hair. The Nickol Bay tribe ornament themselves with pearl-shells and rat-tails, knot their beards, and smear their bodies with grease and red ochre. The natives who resided in the vicinity of the Swan River wore feathers in their hair, clothed themselves in a plentiful coating of grease, and used kangaroo-skins as cloaks, while the women wore upon their backs a bag made of kangaroo-skins, in which they stowed their babies and other impedimenta. The natives, as a whole, grease the hair and body, probably as a means of protection from the cold rather than as ornament. Additional ornament is sometimes provided by inserting bones in the septum of the nose and by scarifying the breast and other parts of the body so as to present an appearance of permanent weals.

A particularly concise, and at the same time fairly accurate, description of the natives of the south-west was given by Governor Hutt in a despatch to the Secretary of State dated May 3, 1839, when suggesting a Bill for the purpose of dealing with native offenders. He points out that

the aborigines are an anomalous though a most interesting race of people. Interesting, I mean, as offering points of character totally at variance with anything I have seen described of tribes or nations elsewhere. They are active, handy, daring, intelligent, and faithful; impatient of restraint; utterly hateful of work, even where rewards the most tempting and which they most covet are offered; careless of all European arts and comforts, remaining the same now as when the colonists landed ten years ago on the beach at Fremantle; totally free from the licentious courses of most savage peoples; uncontaminated, with some few exceptions, by the vices of their invaders; regarding every stranger as an enemy and therefore to be made away with on the first safe and convenient occasion; under no restraint even in childhood (I speak, of course, of the men; the women, as in all savage nations, being the household drudges, the slaves, or servants of all work), having no acknowledged heads of tribes or families; following no rule but the impulses of their own caprices and passions, blood for blood being their law, and every man the judge, jury, and executioner in his own quarrel; with no fixed place of residence, no habitations but those which the weather temporarily necessitates them to erect; with no idea of

accumulation, whether as a means of barter or as a provision for the future; no personal property but their kangaroo cloaks and their implements of war or the chase; no means of subsistence but such as Nature affords them; they have, finally, a language in which there is no word for either love, want, or gratitude, and they live literally without God in the world. Not the slightest vestige of any religious sentiment or ceremony has yet been traced amongst them. From childhood to the grave they propitiate neither God nor devil. . . . They have been brought up to look upon crimes not only with indifference, but even as meritorious, which in England would be punished with death.

Later knowledge has modified some of Governor Hutt's opinions, but in the main they form a valuable statement of the characteristics of that section of natives which has practically now ceased to exist.

### III.—TRIBAL OR POLITICAL ORGANIZATION.

The Australian aborigines, at first probably consisting of a single organization, have in the course of centuries become, by reason of climatic and other influences, separated into sections or tribes, each possessing a more or less definite area of country as its location. As a result of this segregation we find that the tribal organization is both simple and complex—simple as to the principles which form the bases of tribal law and custom, and complex by reason of local modifications which have brought about diversity in the application of these principles. Though to a superficial observer this organization may not seem apparent, there is no doubt that, like other savage peoples, the Australian blacks are subject to a system of tribal regulations that allows but little individual freedom of action in any department of life. According to Mr. Howitt a tribe consists of an aggregation of individuals occupying a certain territory in common, speaking the same language with slight dialectic variations, and acknowledging toward one another a relationship which is denied to the members of surrounding tribes. Extent of country and number of persons do not make any difference to this tribal connection. A tribe may, however, be divided into groups or clans, and these again into families, until we finally arrive at the unit consisting of those of the same blood, who possess their own portion (*boonja*) of the common territory and manage their own domestic concerns.

As a general rule the tribe is divided into two sections which, in the opinion of many, represent the original stocks of which the present aborigines are the result. Each of these sections is then split up into two or more groups or clans, which again are subdivided into families. Each group and family has its own peculiar cognizance or family sign—the totem—known by the natives as *kobong*, which is usually some natural object.

The functions of government rest generally in the old or senior men of the tribe, one of whom is considered to be above the others and is for the time being virtual ruler. There is no hereditary right to this

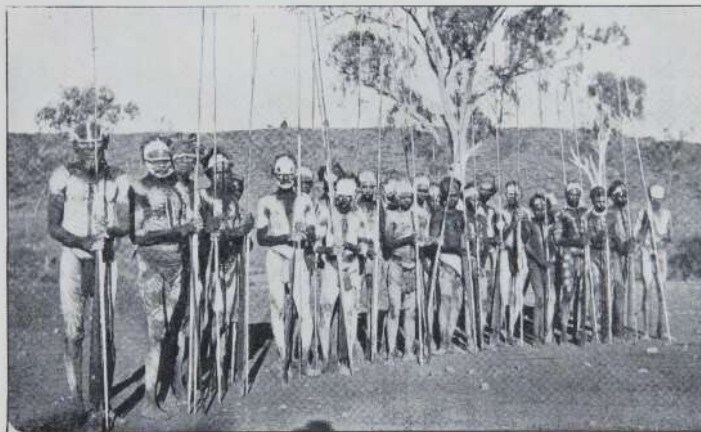
position. A son may succeed at times to his father's office as ruler, but in such cases it is only by consent of the headman, because he possesses the necessary qualifications, and not because he happens to be the heir of the deceased chief.

The laws by which the members of the tribe are governed are the result of those traditions which embody the principles of the original stock. As one might expect, they favour the strong as against the weak, the old and influential as against the young, the man as against the woman. One of the remarkable points about the aboriginal laws is their general acceptance by the people and the ready submission offered by them to the punishments decreed upon violation. As an instance of this we may quote an occurrence mentioned by the Rev. C. G. Nicolay where two young persons in the Victoria district were so enamoured of each other that they willingly suffered severe punishment, three times repeated, in order that, the law being satisfied, they might live together. Marriage laws and regulations are so intricate and involved and form so integral a part of the social organization that they are treated fully

under that section. The laws regarding hunting and the preservation of food are so strict that infringements of them are visited with serious results to the evildoer. Except by invitation no stranger is allowed to enter a family's *booja* or preserve, and poaching is often punished by death. No vegetable products used as food may be gathered at seed-time, and in cases where the totem is a vegetable that particular article is forbidden as food. In the matter of personal offences punishment is based upon the *lex talionis*, with the extension that a culprit's relatives are implicated in his guilt. As a general rule, when a man is killed the duty of avenging his death, whether caused by accident or design, falls upon his nearest relative, who must undertake the task or risk disgrace at the hands of the family. Where it is not possible to kill the actual culprit vicarious sacrifice in the person of some relative

or member of his family is sufficient to wipe out the stain and fulfil the demands of the law. This explains to some extent the murder of innocent settlers by the natives. They have been made to suffer for the wrongs committed by their predecessors. For seduction, incest, and adultery the nominal punishment is death, but the law is frequently satisfied with a less penalty. Whenever a criminal runs away he is tracked with unrelenting tenacity, and when found the trouble of catching him does not detract from the punishment. The usual penalty short of death is the infliction of spear wounds in the fleshy portions of the body, the number and extent varying with the gravity of the crime. As an instance of inequality on the part of the law it may be mentioned that unfaithfulness of a wife is not only visited upon her, but often on the wife of her paramour as well, while the guilty man invariably escapes.

Crimes against property need scarcely be taken into account. Private ownership of land does not exist, the whole section being the common property of the family. On the other hand, the personality of a native is not such as to give rise to temptation on the



IN BATTLE ARRAY.

part of his fellow. It does occasionally happen that the area of land held by a family or group is rich in some commodity which is of value to the community. In that case it is protected from spoliation by outsiders, who can secure it only by giving some consideration in exchange. This establishes a rude system of barter, which, however, does not in any way modify the feelings of hostility that often prevail between neighbouring tribes.

#### IV.—SOCIAL ORGANIZATION.

This is one of the most important phases of aboriginal life, as it is really the framework upon which the elaborate and intricate system of marriage relationships is based. Each tribe, as we have seen—and this holds good for the whole of the continent—is divided into two divisions or phratries, each of which is again often subdivided into two and sometimes three or four

classes or groups, which are in turn broken up into families. The whole fabric of the social organization and marriage relationships depends on the two phratries of the tribe, which constitute two exogamous intermarrying sections. Where the phratries consist of two groups intermarriage between groups of the same phratry is forbidden, but where there are three or four groups in a phratry it is permitted among certain of them. It will thus be seen that the question of marriage, which is sufficiently intricate in the simplest form of tribal organization, becomes exceedingly complex and difficult to unravel when the classes or groups are more than two in number. Sir George Grey, as the result of his investigations in 1839, enunciated the following axioms:—(a) That a man and his wife could not belong to the same clan; (b) that the children take the clan or family name of the mother. He did not, however, attempt to solve the puzzle of matrimonial relationships beyond that point. The credit of a full solution rests with Messrs. Howitt and Fison, who conducted exhaustive inquiries among some tribes in the Eastern States. Subsequent observers in various parts have confirmed their conclusions as far as the question of marriage is concerned, but have made it apparent that descent may be on the paternal as well as on the maternal side, and that in some cases, as in the north-west tribes, the children belong to a different clan than either parent. These differences, the result of more or less local modifications of the general system, affect the whole system of relationship in succeeding generations. Western Australia seems to be split into two divisions. South of the 30th parallel of latitude descent follows, with some uniformity, the maternal line, while north of that parallel descent is reckoned from the paternal side, but the children are, at the same time, members of a different clan.

Our knowledge of the relationships of the northern tribes is derived almost wholly from the investigations of Sir John Forrest in 1878 and of Mr. A. Brown, of the Cambridge ethnological expedition, who is at present engaged in making inquiries. Both are agreed that the tribes are divided into two phratries of two clans each, making four clans in all, which are named Burong, Banaka, Kaimera, and Paljeri. Sir John contributed in 1891 the result of his observations on the tribes round Nickol Bay to the Australasian Association for the Advancement of Science, and they may be tabulated as under:—

Husband.	Wife.	Children.
Burong	Banaka	Kaimera
Banaka	Burong	Paljeri
Kaimera	Paljeri	Burong
Paljeri	Kaimera	Banaka

The terms Burong, etc., signify the clans to which the husband, wife, and child must respectively belong. From this it follows that Burongs and Kaimeras and

Banakas and Paljeris of both sexes mix together as fathers and children of one family, though they may never have seen one another before. The same applies to Burongs and Paljeris and Banakas and Kaimeras as mothers and children of one family; but Burongs and Banakas and Kaimeras and Paljeris of opposite sexes are greatly restricted in their intercourse, because marriage is possible between them. Mr. Brown, as the result of his researches into the customs of the Buduna and Buruna tribe, places the clans in different order, which alters the whole series of marriages, though the same conclusion as to the children being of a different clan from their parents is reached. We quote his opinions as published in *The West Australian*:—

“As a typical example of the tribes I have been studying I may mention the Buduna and Buruna tribe on the Lyndon and Yannarie Rivers. The marriage laws of this tribe are the same as those to be found over a great part of Australia. The tribe is divided into four parts, of which the names are Banaka, Burong, Kaimera, and Paljeri. The marriage laws are that a Banaka man may marry only a Kaimera woman and a Kaimera man may marry only a Banaka woman. The children of a Banaka man and Kaimera woman are Paljeri, and the children of a Kaimera man and his Banaka wife are Burong. This can be illustrated by a diagram:—

Husband.	Wife.	Children.
Banaka	Kaimera	Paljeri
Kaimera	Banaka	Burong
Burong	Paljeri	Kaimera
Paljeri	Burong	Banaka

“In former times there was a strong feeling of disapproval against any man who broke these laws and took women of the wrong class, sometimes leading to the death of the offender. Nowadays native morality is relaxed wherever the blacks have come much in contact with civilization, and wrong marriages frequently occur and do not meet with so much public disapproval.

“A good deal has been written about the peculiar marriage laws of the Australian native and various theories to explain the origin of the system of four classes have been put forward. My work among the natives of Western Australia has satisfied me of the falsity of a theory that I was formerly inclined to adopt. At the same time it has enabled me to form a more satisfactory theory for myself. Briefly, that theory is that the marriage laws of the Australian tribes, with the peculiar system of four intermarrying classes I have just described, are due to an extension of family ties to include the whole tribe. An Australian native uses the word ‘father’ to denote not only his own father, but his father’s brothers and a number of other men, some of whom may not be related to him at all. In the same way he uses the one word ‘mother’ to denote any woman who is the wife of any of the men he calls father.

All the actions of the native are regulated on the basis of this organization. A man owes certain duties to the man he calls 'father' and others of a different nature to those men he calls 'uncle' (mother's brother). The whole tribe may thus be regarded as a huge family, so that if we choose a single individual all the men of the tribe are either his grandfathers, fathers, maternal uncles, brothers, cousins (maternal uncle's sons), sons, nephews (sister's sons), or grandchildren. The women are, of course, similarly divided. As for all social purposes, a man's own sister is not distinguished from the other women he calls sisters, and as he may not marry his own sister, the native laws prohibit him from marrying any of his tribal 'sisters.' The same applies to his mothers and daughters and aunts and nieces. His choice of a wife is restricted to his tribal cousins (maternal uncle's daughters).

"This form of social organization, based on an extension of the ties of kinship to include the whole tribe, is found all over Australia. In some parts, as among the tribes I have been studying, it has been systematized by means of the four class-names. Thus if a man is Banaka his brothers and sisters are also Banaka, his fathers and his sons are Paljeri, his mother's maternal uncles and his sister's children are Burong, and his cousins (the children of his maternal uncle) are Kaimera. The law that he may marry only a tribal cousin is, therefore, expressed in another way by saying that a Banaka man may marry only a Kaimera woman. Exactly the same form of social organization however, may exist, and does exist in Western Australia without the four class-names."

We are not so much concerned here with the class-names as with the general principle upon which the marriage system is based. That, we find, is the same in both cases, and brings the children into the father's section of the tribe, though not into his particular clan. From the 30th parallel south to King George Sound, and probably as far east as Eyre, the descent of the children is on the maternal side. Mrs. Bates, who has spent some years investigating these tribes, divides the tribe into two phratries—Wordungmat and Manytchmat, and then further subdivides the Wordungmat into Ballaruks and Nagarnooks and the Manytchmat into Tondarups and Didarruks. The marriage relations are set out in the following table, from which it will be seen that the choice is not quite so restricted, and, further, that children belong to the same clan as the mother:—

Husband.	Wife.	Children.
Ballaruk	Tondarup or Didarruk	Tondarup or Didarruk
Nagarnook	Tondarup or Didarruk	Tondarup or Didarruk
Tondarup	Ballaruk or Nagarnook	Ballaruk or Nagarnook
Didarruk	Ballaruk or Nagarnook	Ballaruk or Nagarnook

It is scarcely our province in this work to discuss the various modifications and divergences that have developed in different districts. The examples given are broad types of the two classes of marriage relationships, between which the whole social organization of the Australian aborigines is divided. On the north of the 30th parallel the one form holds, as a general rule, and on the south of it the other. The main effect is that in the former case the child follows the paternal and in the latter the maternal line, with the consequent necessary effect upon inheritance.

The tribe, from the point of view of the individual native, is thus divided into two divisions—those whom he can marry and those whom he regards as relations, with whom marriage is prohibited. Among the southern tribes of the State the former are Nooyung and the latter are Ngunning. Curiously enough, this idea prevails in tribal matters generally, and to an individual member any particular object or thing is either Nooyung or Ngunning. For example, as Mrs. Bates points out, the red-gum is a male and belongs to the Manytchmat, while the white-gum is a female and of the Wordungmat division. Therefore to a Tondarup the former would be Ngunning and the latter Nooyung.

As regards marriage itself, the female children are almost invariably assigned at birth or soon after to some particular man, who is usually one of the seniors. These men, therefore, have generally a plurality of wives, and the system results in a disparity between the marriageable males and females, while it has the effect of depriving the young men of wives until in turn they become seniors. The result of this, as one may easily see, is that seduction is a common crime, and is indirectly the cause of many of the tribal disturbances. A further cause of trouble is the custom by which, after a man's death, his wives are passed on to his brother.

The marriage ceremony itself is simple in the extreme, and consists merely in the fact that the man takes the woman to his hut. After that she becomes his property, to sell, exchange, or mortgage as the fancy takes him.

To the phratries and clan divisions of the tribe there is added another series of classes due to the totems. These are the totem kins—a different subdivision altogether of the tribe—which are so closely interwoven in the social fabric that they demand some attention. Marriage relationships are not dependent on the totems, but, on the other hand, whatever religious sense the tribe may possess may be referred to them. Taking the whole tribe as one family, the totem kins represent the various branches of that family, a totem kin consisting of those individuals who all have the same totem. A totem is some kind of animal, bird, fish, or plant, or even some natural phenomenon as rain, sun, and so on, between which and the person whose totem it is there is deemed to be some peculiar religious or magical

relation. Among the southern tribes of Western Australia, as among the tribes in the Eastern States, the totem descends from mother to child, but among those of the north and north-west it descends from father to child. Among the eastern tribes, though a man may kill and eat the totems of others he must not do so as regards his own. This, however, does not hold throughout the whole of Western Australia. In some parts a man may kill and eat his own totem, but in these cases the connection between the kin and the totem lies in its religious or magical significance. The individuals of a particular totem are alone permitted to perform those ceremonies without which the supply of that particular object would fail. The kangaroo totem men are responsible for a sufficient supply of that animal, and in the same way the rain totem men can alone prevent a drought.

The occurrence of the totem among the aborigines of Australia was first noticed by Grey, who pointed out that each family adopts as its crest or sign, which it calls *kobong*, some animal or vegetable. At the same time he drew attention to the fact that a similar custom prevailed among some of the North American Indians. The aboriginal term for "totem" varies in different localities, and according to Mrs. Bates the totem of a child among the southern tribes is bestowed upon it by reason of some particular circumstance connected with or attendant upon its birth, and does not follow any general law.

The curious aboriginal custom of the *Too-ah*—the mutual avoidance of each other by mother-in-law and son-in-law—seems to be fairly general throughout the State. The husband is not allowed to speak to or even look at his wife's mother. Neither may he enter her house or eat food prepared by that lady; on her part she must preserve the same strict attitude toward her son-in-law. The men, as Mrs. Bates tells us, believe that infringement of the law will cause them to become bald, while the mother-in-law will go grey if she happens to speak to her daughter's husband.

#### V.—SUPERSTITIONS, CUSTOMS, RITES, AND CEREMONIES.

Measured by the standard of theological definition, the natives (who, as Governor Hutt said, from the cradle to the grave feared neither God nor devil) cannot be said to possess any religion; but if we take Dr. Durckheim's contention that religion consists of obligatory beliefs connected with obligatory acts, then we must allow the Australian aborigines the possession of something in the nature of a religious sense. They have, however, no belief in a Supreme Being, either as Creator or as One to whom they are responsible for their acts. We do find such words as *Piama* and *Mamangurra* used, but these signify the common ancestor of the race, and do not, so far as is known,

relate to the Diety. Whatever religious sense they possess must be looked for in their superstitions and in their various rites and ceremonies. Like those of the Eastern States, the aborigines of Western Australia are steeped in superstitions. Every evil or misfortune, whether personal or communal (as epidemic, drought, or want of food supply), they attribute to the action of malevolent spirits. These spirits have the forms of men or animals, are human in their methods, but have nothing sacred about them except their supernatural powers. Their functions are exercised by sorcery and magic, and their effects are overcome by the same means. Some of these spirits are considered to be coeval with the tribe itself, while others are looked upon as the spirits of departed enemies. The only conception of a good spirit is that of some tribal ancestor who may endeavour to help them by causing supplies of food to be plentiful.

The native sorcerers or *boolyas* are always objects of mysterious dread, and are believed to have the power of becoming invisible to all except other *boolyas*, and to be able to transport themselves through the air. Sickness and disease are the result of their hostility to a native, and can be cured only by disenchantment on the part of another *boolya*. Death is due to their evil influence. In the case of murder it is avenged on the murderer or some near relative; in the case of accident or disease upon some connection of the *boolyas*, who are deemed responsible for the occurrence. Another evil spirit is the *Waugul* of the south or *Kajoorda* of the north, a sort of fresh-water serpent, which is endowed with power to consume natives. It generally restricts itself to women, and its operation is shown by the fact that the victim gradually pines away until death happens.

There is among the natives a belief in the survival of the spirit after death. The native is supposed to go to a country beyond the sea, and his spirit, which has the power of returning until such time as the flesh has fallen away from the bones, is called *Kaanya* or *Janga*. Among the southern aborigines this country is reached through the caves, where there stands a spirit sentinel who requires of each an expressed wish to reach that abode, failing which he cannot pass. In the north the country is situated among the islands off the coast. Various places called *Winytch* exist in the southern districts which are held sacred to *Kaanya* or *Janga*, and near which a native positively declines to go. To the wandering at large of these spirits is due the intense fear of travelling at night and the dislike of even leaving the camp-fire for wood or water. The south-western natives have also a deep respect for pieces of crystal, which they call *teyl*. These are held by the sorcerers, and no unqualified native would touch them, while the greatest precautions are taken to prevent the women seeing them.

Among the most interesting of the aboriginal superstitious ceremonies are those connected with death and

burial. Variations of these exist in different parts, but the following may be taken as typical:—

“At the time of death professional female mourners are introduced, and the women relatives and friends of the deceased exhibit their grief by gashing the flesh on their cheeks and forehead and covering their heads and breasts with a kind of white pipeclay; while the men put powdered charcoal on their foreheads. A curious custom, somewhat similar to that prevalent at the present time among the Bedouins, existed when the deceased's hut was torn up immediately after his death. The funeral obsequies are performed to the accompaniment of dirges and lamentations. A shallow grave, about 4 ft. by 3 ft., having been dug a bed of leaves is placed at the bottom and the body is lowered, its general position being a doubled-up one, with the knees bent up to the breast and the arms crossed, the face being turned toward the east. Those operations are presided over by a *boolya* or native sorcerer, whose duty, in addition to the general superintendence of the work, is to ascertain what particular spirit, *boolya*, or family is responsible for his clansman's death, and to see that the grave lies due east and west.

Earth and boughs are then placed on the body and the deceased's weapons on top of them. A heap of bushes or mound is generally placed over all, and a fire lighted to attract and keep the evil spirit that is responsible for the death, when it returns to the grave; for in case of its finding no fire it is thought that it will probably go to the next camp and do further mischief. This spirit is supposed to take the form of a small brown lizard called ‘*Bilya Backan*,’ but sometimes another monster called the ‘*Waugul*,’ which is supposed to reside in fresh-water lakes, is blamed.”

One of the most important periods of a native's life is that when he is admitted to the manhood of the tribe. Before admission he is required to pass through certain initiation ceremonies. These, which take some time to perform, vary considerably in different parts of the State, but agree with one form or another of the initiation rites performed among the tribes of the Eastern

States. They have been so completely described in various scientific memoirs that there is no necessity to set them out at any length. The variations may roughly be divided into three classes. From Kimberley down to below the De Grey River in the north we find that both circumcision and sub-incision are essential features of the ceremony, though the latter is not compulsory in every tribe throughout that region. Southward from the De Grey there is a strip of coastal country about 40 miles wide running round to Cape Arid where neither practice is in vogue, but is replaced by piercing the septum of the nose. Over the remainder of the State we find circumcision generally practised. The circumcised tribes touch the coast at the De Grey, and again at Eyre Sandpatch, but not at any point between, though at Geraldton they are within 20 miles. Among the tribes near the head of the Greenough River, where both circumcision and sub-incision

are practised, it is said that when a youth leaves the camp for initiation he bids his sisters a formal farewell, as on his return he must neither speak to nor look at them. There is traditional evidence that the practice of circumcision has not long been abandoned along the



GROUP OF NATIVES, MOOLA BULLA (GOV.) ABORIGINAL STATION.

north-west coast south of the De Grey. At Roebourne it has been superseded by tying a ligature tightly round the arm at initiation, and it is stated that if this is retained for any length of time the arm withers and becomes useless. While on this question it may be of some interest to notice that there are many tribal customs in addition to circumcision that are remarkably similar to those mentioned in the Bible as observed by the Jews. Sir George Grey repeatedly drew attention to this fact, and Mrs. Bates mentions no less than fourteen customs which seem to be common to both races.

The aboriginal practice of knocking out a tooth upon initiation is also subject to variation over areas almost coincident with those mentioned above. In the north we find that two teeth are extracted, along the coast the practice is not found at all, while in the interior one only is knocked out.

The girls are not required to go through any initiation ceremony similar to that prevailing in certain parts of the coast, but on reaching the age of womanhood, or upon being allotted to a husband, every woman carries a thick stick or wattle as a badge, and which is also incidentally used as a weapon of defence and an implement for digging roots.

As may readily be understood, polygamy is a usual custom among the aborigines, and until the advent of the white man infanticide was extremely common. In the case of the mother's death in giving birth to a child the baby was almost invariably buried alive with its mother.

With regard to food customs, all native boys and girls are forbidden certain foods until they reach manhood and womanhood, and all natives are forbidden to eat the animal or plant representing their particular totems on the occasion of a death in the family. If, for example, a person's totem was the kangaroo he would refrain from eating the male animal in case of a death on the male side of the house, and the female when any of the womenfolk died. Scarring the body is also a common custom throughout the State, restricted to the breast in some cases, in others involving the back and arms as well. So far as can be ascertained the practice is merely ornamental and has no ceremonial or symbolic meaning.

One of the chief ceremonial observances is the corroboree, which is perhaps the most distinctive of Australian aboriginal customs, though to a certain degree it resembles similar customs of the Polynesians. It is in the main a war dance, but with various modifications is used to celebrate other important events. A very usual method of performing it is for one native to stand in the centre of a half-circle of painted and decorated savages, who dance in front of him with wild gesticulations and cries, while he exhibits different pantomimic gestures expressive of certain events such as hunting kangaroos or emus, and occasionally chants a descriptive song. As a rule, the corroborees, which may extend over several nights, are performed by the men, while the women sit round the outside of the semicircle and form the audience, often, however, joining in the chants. The singing is usually a monotonous drone which cannot by any stretch of the imagination be regarded as melodious. In some parts, as at Roebourne, it is said that the women sometimes have a corroboree of their own after the men have concluded their ceremony. When poison corroborees are held—that is, when the spears are poisoned—the result is generally death for some particular member of the tribe, or the corroboree is the prelude to a murderous attack upon tribal enemies.

#### VI.—ARTS AND MANUFACTURES.

When we take into consideration the low state of intelligence of the Australian aboriginal in his natural condition we can scarcely expect to find much evidence of either art or manufacture. Some rudimentary know-

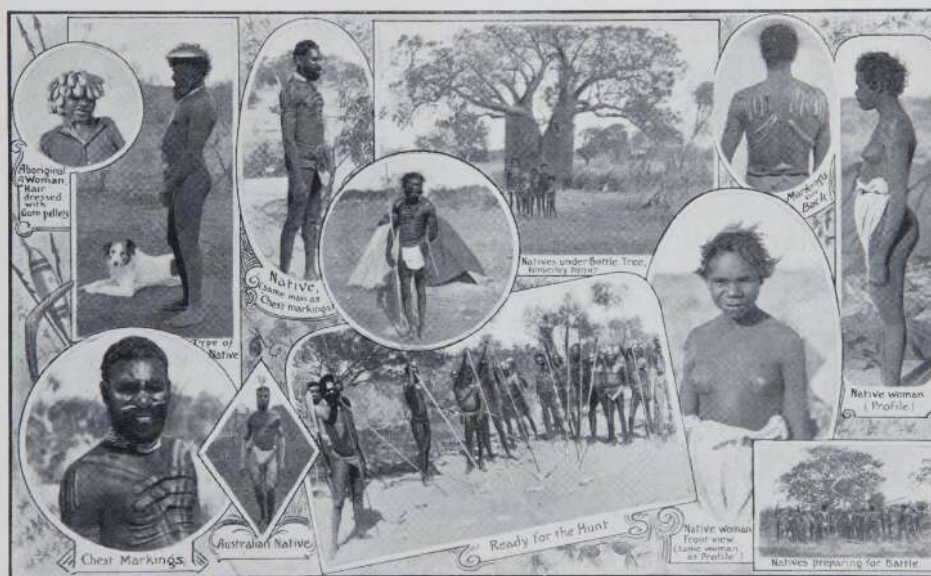
ledge of them may, however, be found in their attempts at personal adornment, particularly on the occasion of tribal ceremonies, in the preparation and ornamentation of their weapons and in the rude rock-drawings and paintings that are here and there to be found. Personal adornment is usually crude and repulsive; the hair is arranged with feathers from the emu or other bird, and sometimes with shavings cut or scraped from a billet of wood, while their bodies are marked with daubs of red ochre and pipeclay, without any pretence at design beyond following the lines of the ribs and other parts of the body. Some attempt at manufacture is shown in the plaited grass rope which they use as loin-cloths. Their dwellings give no idea of either design or permanency, being merely shelters from the wind erected by placing boughs against a support in the crudest possible manner. The use of colour is also seen in the decoration of their weapons. A certain amount of skill is shown in the manufacture of these articles, which are made of stone or wood and scored with lines or other simple devices into which pigments of various colours are rubbed.

The most remarkable attempts at art are shown in the rock-drawings and paintings which have been discovered in various parts of the continent, and which have been used as an argument in favour of a higher stage of civilized development on the part of those natives in whose territory they are found. In Western Australia they are confined chiefly to the northern districts, though examples have been seen at other places. The first were those discovered by Ensign Dale in 1830 while exploring the York district. On the wall of a sandstone cave he found a rudely-carved representation of the sun, "a circular figure some 18 in. in diameter, emitting rays from its left side." Close by were impressions of an arm and several hands. The most important discoveries were those made by Sir George Grey in the valley of the Glenelg, about 60 miles from the coast. At the entrance to the first cave examined a "most extraordinarily large figure" was seen peering down upon him, and on the walls and roof of the interior were paintings of a man and several women. The rock face was painted black so as to throw the red and white colour of the drawings into greater prominence. Hands, heads, an ellipse, and other objects were subsequently found, perhaps the most remarkable being the profile of a human face and head cut in a sandstone rock, a carving which displayed undoubted signs of antiquity. The colours used in the paintings were red, yellow, blue, black, and white. Similar drawings were found by Mr. F. S. Brockman when in charge of an exploring expedition in the Kimberley district in 1901. These have been described by Dr. F. M. House, who accompanied the expedition as naturalist:—

"The most interesting thing connected with these natives, or rather with a section of them, is the custom

they have of making drawings on suitable faces of rock. The first specimen of these which we met with was near Camp F.B. 25, and consisted of a row of figures. The place was one which had been used evidently for a great number of years for depositing the bones of the dead. The figures are clothed and all in a similar style of garment, with what appears like a necktie just below the throat. Curiously this same style of figure, similarly dressed, occurred wherever paintings of any extent were found. In all there is an absence of the mouth, and what appears to be a halo round the head. These figures agree in these particulars with those found by Grey on the Glenelg in 1837. The colours used are red, yellow, black, and white, the black being

the snake. The origin of these figures affords an interesting field for speculation and investigation. That they date back before the advent of the first known white men we know from the discoveries of Grey, but evidently they must have seen men with clothes at an earlier date, possibly shipwrecked mariners or Malays who used to come across to the coast to get bêche-de-mer. It is probable that they copied their first drawings from some done by white men, and the result being pleasing to them the art was handed on; that they should adhere so closely to one design shows either a great lack of originality or that they attach great importance to that particular figure. From the extent of the area over which these drawings occur I should imagine they are not pecu-



charcoal and the other colours argillaceous earth, specimens of which we found carefully wrapped up in paper-bark parcels in most of the camps which had been vacated hurriedly owing to our approach. The drawings are finished with greater care and attention to detail than one would expect to find in such a primitive race, and they apparently value them considerably, choosing places, as far as possible, where they will not be injured by the weather. In all the more elaborate drawings the colours appeared to have been mixed simply with water, and could be smudged by rubbing with the finger; but in one or two places on the Glenelg I saw smaller drawings and marks in red which were made with some other pigment, and were not affected even by wet. In the other drawings the snakes appear to be devouring human beings, and in one drawing eggs are shown inside

liar to one tribe. We found none south of the Charnley River, and how far north they extend I do not know."

Mr. Brockman points out that these drawings are to be found on almost every smooth surface of sandstone rock throughout the western portion of the Kimberleys lying south of Admiralty Gulf. The existence of these artistic efforts has excited considerable interest among ethnologists, and by many they are deemed to be evidence that in some remote age the northern portion of this State was peopled by a race much higher in the scale of civilization than that which now exists.

#### VII.—MISSIONS AND OTHER METHODS FOR IMPROVEMENT.

The Western Australian aborigines, like those of the other divisions of the continent, are without doubt



rapidly decreasing in numbers, and their extinction is only a matter of time. This result invariably follows the encroachment of civilized peoples upon the territory of the lower races of mankind, and this State shows no indication of being an exception. From the settled districts the natives have already almost entirely disappeared, and while they still remain in some force in the north-west, the growth of settlement is beginning to make itself felt. Unfortunately the operation of natural law is, as usual, being accelerated by the natives themselves in the ease with which they accept drunkenness and other social vices of civilization, notwithstanding the efforts of the Government to keep these evil influences from them. But so long as they are still among us we have certainly a duty to perform toward them, and although it is popularly said that "gin and the Bible" are the greatest civilizing agencies of the British, there is no doubt that in the colonization of Australia the protection and care of the aborigines has never been lost sight of by the Home authorities, a policy that has been adopted and extended by the colonies themselves.

Ever since the foundation of the State in 1829 there have been continual endeavours on the part of both the authorities and public and private benefactors to improve the material as well as the moral and spiritual welfare of the native population. That in the latter direction only a very modified form of success has been achieved is due to the low intellectual state of the natives themselves, which provides but poor foundations upon which to build.

Government action has necessarily been limited to the material side of native life in the way of preventing tribal and other disturbances, of prohibiting the sale or gift of intoxicating liquors, of preventing miscegenation and other social evils where possible, of affording relief and comfort where required, and of securing justice and fair treatment for the native in his dealings with the whites. As far back as 1830 Protectors of Aborigines were appointed whose special duty it was to take care that the aborigines did not lack food and were not subjected to injustice and indignity at the hands of those who had seized their territory, a fact that speaks for the British sense of right, especially when we remember that the little colony had so much to fear from the hordes of savages that infested the neighbourhood of the settlement. In 1839 Governor Hutt drew the attention of the Home Government to the injustice of punishing the aborigines according to the canons of civilized law, and recommended that legislation of a special character be passed to control them.

In 1871 the Legislative Council reported that it was desirable to appropriate grants of land to aborigines. In 1875 an Act was passed giving powers to the principals of native industrial institutions to act as trustees to orphan native children, and in 1877 a reserve of 50,000 acres was made in the Murchison Valley for the benefit of the

aboriginals, as well as 100,000 acres on the Upper Gascoyne. The latter, however, was subsequently (1897) withdrawn and 100,000 acres on the Forrest River, Kimberley, substituted for it. In 1886 an Act was passed authorizing the establishment of a Board for the better protection of the aborigines and the management of aboriginal affairs, and to amend the law relating to contracts with and other matters affecting aboriginal servants.

In 1897 a Bill, which went still farther, was passed by both Houses of the Legislature. By this enactment the control of the aborigines was transferred from the irresponsible Board to a sub-department of the State, under the control of a responsible Minister of the Crown, provision being made for the appropriation of a sum of £5,000 per annum for the use of the department. The duties of the department were to apportion the moneys above mentioned, so as to distribute blankets and other relief, to provide for the custody of the children of aborigines, to furnish medical assistance and comforts to sick and infirm natives, to manage the reserves, and to exercise a general supervision and care over the native population of the State.

This sum was increased to £10,000 in 1906, and has since been still further added to by annual votes, until in 1910 the total amount expended by the Government on behalf of the aborigines amounted to £25,500. In the same year three small stations near Hall Creek were purchased by the State and set apart as the first native settlement. The area of this settlement is about 860,000 acres, and it contains over 11,000 cattle and horses. It is estimated that some 600 natives will come within its influence, and it is hoped that its establishment will diminish, if not stop, the crime of cattle-stealing.

One of the most difficult questions concerning the natives, more especially those in the north, which the authorities have to face is that of contagious diseases. These diseases are so prevalent that the Government has recently been compelled to give serious consideration to the matter. In order to diminish the effects of, and where possible cure those suffering from, such diseases Lock hospitals have been erected on Bernier and Dorré Islands, to which infected natives are taken for treatment. The value of these institutions may be gauged from the concluding paragraph of the Medical Superintendent's report for 1910:—"The work among the men has been very encouraging, and when the new hospitals are available the prospects of a fair percentage of good results are assured. When it is realized that almost every case sent home cured has been rescued from certain death the State may be congratulated on this practical method of recognizing its responsibility for the welfare of these dispossessed heirs of the soil."

In addition to the work carried on directly by the department there are missions established by various ecclesiastical bodies. All of these, which are noticed

below, are concerned mainly with the educational and spiritual welfare of the natives, and they receive State support in the shape of subsidies from the Government.

#### New Norcia Aborigines' Station.

As early as 1846 a Benedictine Mission was commenced, at what is now called New Norcia, by a Spanish Monk, the Rev. Father Dom Rosendo Salvado, O.S.B., afterwards consecrated Bishop of Port Victoria, North Australia; and, though labouring at first under what then appeared almost insuperable difficulties, his efforts have been long recognized as having ultimately culminated in an unqualified success. The Mission was established as an Abbey Nullius and a Prefecture Apostolic by His Holiness Pope Pius IX. on March 12, 1867. Since the lamented death (in 1900) of Bishop Salvado, after a life of self-sacrifice wholly devoted to the interest and benefit of the aborigines, the Mission has been under the charge, as Superior, of the Right Rev. Fulgentius Torres, O.S.B. The following information in connection with the Mission, kindly furnished for the Year-Book by Father Torres, is given in his own words:—

"The object of the Mission has ever been to inculcate the precepts of Christianity and confer the advantages of civilization on the aborigines of Western Australia. Since its foundation on the Victoria Plains a considerable number of wild natives from various districts of the State have been civilized, in the full sense of the word, and have received instruction in the tenets of the Roman Catholic religion. There are at present residing at New Norcia and its out-stations, Marah and Wyening, about 200 aborigines and half-caste natives, who are all well lodged, clothed, educated, and supplied with every necessary by this charitable institution, while a number of the males are, in return for their manual labour, receiving weekly or monthly wages from the manager of the Mission.

"The Mission comprises cruciform church, dedicated to the Holy Trinity, built of stone, 160 ft. long, a large monastery, and over fifty other buildings of burnt bricks

and stone, including a steam flourmill and factories, where all the clothing, boots, shoes, etc., used at the Mission and its outlying stations are made by the brothers and natives. There are also twenty-two cottages for the use of the married aborigines and half-castes, several large dwelling-houses, orphanages, and two separate schools for native boys and girls, who, when they are of age, are mutually engaged according to their own freewill or choice, and embrace the Christian marriage state just like other perhaps more highly-civilized persons. After marriage they either settle in the Mission village or voluntarily leave it at any time to seek employment elsewhere among the settlers or farmers throughout the State."

In 1905 a Convent was erected for the full-blooded and half-caste native girls, which is under the control of the Sisters of St. Teresa. Over 1,500 acres of land have been cleared about the Mission station, and nearly 1,000 of

them are under yearly cultivation. At this Mission, which is perhaps the most important of the aboriginal Missions in the State, and certainly one of the most successful, there are about 170 receiving instruction and relief. An offshoot from New Norcia, known as the



BUSH NATIVES, FROG HOLLOW.

#### Drysdale River Mission,

was founded on the Drysdale River in 1908 by the Right Rev. Bishop Torres. Being situated in a region remote from any European settlement, and surrounded by the treacherous and warlike tribes of the Kimberleys, most of the time since its establishment has been occupied in building strong and secure premises and palisades. In 1910 the total strength of the Mission consisted of three priests, one lay brother, six natives, and eleven half-caste boys, but there is little doubt that in the course of time it will be equally as successful as the parent Mission. This venture does not receive any direct subsidy from the Government.

#### Swan Native and Half-caste Mission.

In this Mission the Church of England makes provision for the education and training for employment of

native and half-caste children. On June 30, 1910, the number of inmates was thirty-seven, of whom eighteen were boys and nineteen girls. "When the boys reach seven years of age," says the manager, "they are usually transferred to the Swan Orphanage, a neighbouring institution of the Church, where the dark-skinned inmates have exactly the same status as their more lightly-coloured companions. The control of the Mission is in the hands of the Orphanage Committee, the local manager being the clergyman of the parish, while there are a matron and a teacher resident at the Mission. The girls do the work of the place, including the gardening and dairying, and frequently gain excellent reports from their mistresses when they go out to service. Old girls, several of whom are married, are continually to be seen at the Mission, which they consider they are privileged to regard as their home. Quite recently the Mission buildings were extensively repaired and enlarged; and at present there is ample accommodation for further inmates; but it is not always possible to induce native women to consign their little ones to the care of others, however much it may be to the advantage of themselves as well as of the children. The Church is making an effort to induce settlers in the Nor-West who have the control of young half-caste children to commit them to our care, and the zeal of one of our workers there has already met with success, which it is hoped will continue."

#### Beagle Bay Mission.

This mission for the benefit of the aborigines of the Kimberley district was founded in 1890 by the Right Rev. Dr. Gibney, the late Roman Catholic Bishop of Perth. It was begun by the monks of La Trappe, who did a large amount of arduous and useful pioneering work. In 1900 they were recalled to Europe and their place was taken by the Pallottines, who are at present conducting the Mission. Under the Pallottines the area of cultivation has been much extended, and besides the ordinary vegetables, cocoanuts, dates, pawpaws, bananas, and dhurra are grown with satisfactory success. Rice, taro, and the pineapple are being experimented with. The originally small herd of cattle has increased considerably, and pigs have been introduced. In addition, a new monastery and further accommodation for the natives have been erected, and two luggers, good sea boats, have been built of native timbers.

The present staff consists of four Fathers, eight Brothers of the Pious Society of Missions (Pallottine), and six Sisters of the Order of St. John of God. The most important work of the Mission is that of educating and training the children, of whom there are over a hundred in number, while some sixty native men and women are employed in various callings in and round the establishment.

#### Sunday Island Mission.

In the early part of the year 1897, with the assistance of a grant from the Aborigines' Protection Board, a Mission was commenced, under the auspices of the Anglican Board of Missions, by four lay members of the Anglican Church—Messrs. Hale, Ormerod, Lennox, and Gathercole. This Mission was devoted to the interests of the natives of East Kimberley, and is situated at Camera Pool, on the Forrest River, which flows into Cambridge Gulf. Owing, however, to the extreme hostility of the natives, who wounded and nearly succeeded in killing the leader, the Mission had to be temporarily abandoned. Another Mission has since been started by Mr. Hadley, associated with Mr. Ormerod, at Sunday Island. It is now under the entire control of Mr. Hadley, who carried it on at his own expense until June, 1903, when a grant of £100 per annum was made to him in recognition of his untiring endeavours and considerable success. Since then the amount has been still further supplemented with the increasing usefulness of the work, and for 1910 amounted to over £400. At this Mission there are from 112 to 115 permanent inmates, practically all of whom are full-blooded natives.

#### Salvation Army Girls' Home.

In addition to the splendid efforts of this religious organization in other directions, a home for aboriginal girls has been established at Kalgoorlie, which contains some seventeen inmates. Other missions for the care of native children are the Ellensbrook Home and the Australian Aborigines' Mission, the latter a non-sectarian institution supported by public subscription, aided by a small subsidy from the Government. The most recent movement on behalf of the aborigines is the

#### Walcott Inlet Mission.

now being established at Walcott Inlet by the Presbyterian Church. The work is to be under the charge of Mr. and Mrs. R. C. Wilson, who have gained large experience among the aborigines of Queensland.

A careful consideration and review of the money spent upon the aborigines in this State, and of the results achieved by the self-denying labours of those—more particularly the missionaries—engaged upon the work, must force upon us the fact that Western Australia, at any rate, is fully alive to her obligations toward the original possessors of the land. Many, no doubt, are of opinion that money and labour are both wasted. To them we would commend the words of Cicero in one of his epistles to Atticus:—"Do not," he says, "obtain your slaves from Britain, because they are so stupid and utterly incapable of being taught that they are not fit to form a part of the household of Atticus."

## History of Western Australia.

### CHAPTER I.

#### DISCOVERY OF AND EARLY VOYAGES TO AUSTRALIA.

**N**OTWITHSTANDING the amount of research into the documentary annals of the world's history that has taken place during the past quarter of a century it is still impossible to assign any definite date to the discovery of Australia.

From earliest times there have been traditions, probably engendered more by the spirit of prophecy than by fact, of the existence of a Great South Land. Aristotle, Strabo, and others have expressed the opinion that there existed south of the Equator areas of land at least equal in extent to those above it. In the "Astronomicon" of Manilius we find the lines—

". . . . . *Austrinus pars est habitabilis oris,  
Sub pedibusque jacet nostris.*"

These statements, however, were merely essays in the region of probabilities, and had not any known basis of fact. But to come down to a later period, it is possible to show from early manuscript maps and other sources that this belief in a southern continent was entertained long before the discoveries of the Portuguese in the sixteenth century. The Vicomte de Santarem, in his "Essai sur l'histoire de la cosmographie et de la cartographie du moyen âge," gives a list of these maps, upon which are to be found vague markings of an inhabited country described as the "opposite earth," which could not be reached owing to the torrid zone; and he points out that "the cartographers of the Middle Ages have submitted that as a reality which, even to the geographers of antiquity, was merely a theory." Unfortunately, every effort to discover manuscripts that would bear out the assertions of these maps has so far been without success. Marco Polo, in the thirteenth century, as the result of his travels, certainly did advance the claims of the Chinese to the discovery of a Great South Land, and there is perhaps some justification for the statement, as we know that for centuries prior to the European advent that nation had established extensive trade relations with the islands of the East Indies. That the country mentioned was Australia is, however, out of the question. Marsden's explanation is probably the right one—that it refers to a portion of Cambodia, the products of which are gold, spices, and elephants.

"In the early engraved maps of the sixteenth century, however," says R. H. Major, "we see the effects of this description exhibited in a form calculated to startle the inquirer respecting the early indications of Australia. On these maps we find laid down an extensive development of the great *Terra Australis Incognita* trending northward to New Guinea, with which on some of these maps it is made to be continuous, while on others it is divided from it."

No doubt the conviction, resulting from these rumours, strengthened by the success of Columbus and fired by thoughts of the golden trophies of Cortés, induced the hardy maritime adventurers of the age—Portuguese, French, Dutch, English, and Spanish—to scour the seas, hoping to prove the conviction true and anxious to benefit by the boundless treasure that new countries might possess."

In the Bibliothèque Nationale at Paris there was unearthed some years ago an old wooden globe on which is inscribed the statement that the *Terra Australis* was discovered in 1499. As the date ascribed to this globe is 1535, it really fails as an instrument of proof, but quite recently Mr. E. A. Petherick, the Commonwealth Archivist, has announced that evidence is forthcoming to prove that Amerigo Vespucci must have touched some part of Australia during his return voyage to Cadiz after the discovery of Brazil in 1499. So far the complete case in favour of that contention has not been presented, so that it is not possible to speak with any decision, but it certainly would record a remarkable achievement for those far-off days if, within sixteen months in a small sailing vessel, Vespucci could have sailed from Spain to Brazil, along the coast from Cape St. Roque to the Amazon, then back again round Cape Horn and across the Pacific Ocean to Australia, thence proceeding by way of the Cape of Good Hope back to Cadiz—a voyage of close upon 30,000 miles!

Early in the sixteenth century we begin to find evidences of a more solid character. By this time the Portuguese and other navigators had found a way by sea round the Cape of Good Hope to the East Indies, and extensive trade relations were being developed. This

meant the continual passage of ships to and fro, and it is not unlikely that the prevailing winds bore many ships toward the Australian coast when endeavouring to make Java or other islands of the East.

The first actual claim to the discovery of Australia was made by the French on behalf of Paulmier de Gonneville, who sailed from Honfleur in 1503 bound for the South Seas. After passing the Cape he met with very rough weather, and was carried in a north-easterly direction by the storm to a great country to which he gave the name of Southern India. Here he remained some six months, during which he was hospitably treated by the natives, and finally returned to France, taking with him one of the native princes. Having been plundered of everything during his voyage home by an English corsair, his claim rests upon a declaration made by him to the French Admiralty in 1505, which was signed by the principal officers of the ship. The President de Brosse in 1756, after examining the account of De Gonneville, considered that the land reached was somewhere south of the Moluccas, and was in fact the first authentic discovery of the *Terra Australis*. An impartial investigation of the matter does not bear out this contention. De Gonneville refers to his friendly intercourse with the natives—a fact in itself sufficient in the eyes of anyone acquainted with Australia to throw great suspicion on his discovery, as the natives of our north-west coast, so far from being friendly, have a thoroughly well-deserved reputation for cruelty and treachery. We also know from De Gonneville's statement that he was driven into calm latitudes, and was so near the land that he was directed to it by the flight of birds. Further, his men rebelled and refused to proceed on their journey to the East. This latter would scarcely have happened had they been so near their destination as the north coast of Australia, so that all things considered it is much more likely that the country reached by him was really Madagascar.

Following upon De Gonneville comes Magalhaens, or Magellan, who, after vainly endeavouring to secure Portuguese support to a voyage round the world, finally sailed away in 1520 with a small Spanish fleet. When approaching the East Indies after doubling Cape Horn he describes having sighted a large continent to the south of Java to which the name Magellanica was given. A close examination of Magellan's description of that coast, however, leads one to feel sure that it refers to the northern coast of New Guinea, with the known features of which it has much in common. The claim of the Portuguese to the discovery cannot therefore be allowed to rest upon the statement of this navigator. A more reasonable argument may be advanced by that nation. Considering the evidence of six Portuguese maps of the sixteenth century there is every reason to believe that the mystery surrounding the discovery of Australia was set at rest between 1512 and 1542. Upon these

maps there is shown a large coastline to the south and south-east of Java, separated from the island by a narrow strait, and to which the name Java la Grande (Great Java) is applied. It is permissible to suppose that the prevailing winds and the ease of sailing consequent upon taking advantage of them had carried the Portuguese mariners within sight of Australia. That they did not at the time make use of that discovery is not hard to understand. They were busily engaged in trading to the East, and had little or no opportunity of turning their knowledge to account. They were, however, anxious that no other nation should derive any benefit, and so far was this idea carried that Humboldt informs us that the Portuguese were forbidden upon pain of death to export marine charts showing the course to the East Indies. According to Sir William Temple the Dutch also, when trading largely with the East and too busily employed to open up the continent, were guilty of the same fault.

In the maps mentioned some islands are shown lying off the west coast, and in one map the name Abrolhos is appended to these. They are said to have been discovered by Don Jorge de Meneses in 1527 and to have been given their appellation, which in Portuguese signifies "keep your eyes open," by that voyager. The aptness of the designation no one acquainted with the treacherous nature of the coastline will doubt. The importance of the statement, however, lies in the fact that we have here what is probably the first discovery of Western Australia.

At any rate, that parts of Australia were known to the Portuguese during the first half of the sixteenth century is practically certain, and Major, after considering the documents available, makes the following deliberate statement:—

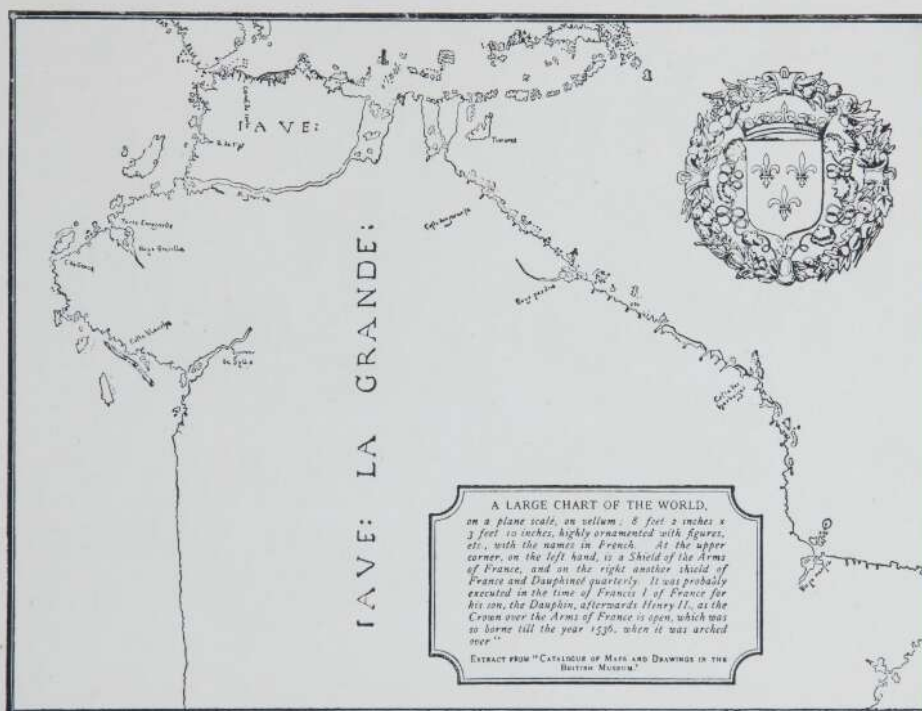
"Our surmises, therefore, lead us to regard it as highly probable that Australia was discovered by the Portuguese between the years 1511 and 1529, and almost to a demonstrable certainty that it was discovered before the year 1542."

Further evidence conclusively proving that it was known prior to what we may term authenticated accounts may be found in Cornelis Wyflic's "Descriptiones Ptolemaice Augmentum" published in 1598. It is there stated that

"The *Australis Terra* is the most modern of all lands, and is separated from New Guinea by a narrow strait. Its shores are hitherto but little known, since after one voyage and another that route has been deserted, and seldom is the country visited except when sailors are driven there by storms. The *Australis Terra* begins at 2° or 3° from the Equator, and is maintained by some to be of so great an extent that if it were thoroughly explored it would be regarded as a fifth part of the world."

But the sixteenth century was allowed to pass without any definite step to increase the knowledge of the new country being taken. That there were courageous spirits imbued with a thirst for discovery, who sought greater fame than the mere accumulation of wealth, is not to be doubted, but there is no record that Australia ever claimed their attention. The great majority of the adventurers, however, whether Portuguese, Spanish, Dutch, French, or English, found more than sufficient occupation in exploiting the treasures of the Indies, and preferred rather to gather in the riches that were certain than undertake the search for

toward the end of the century of any exploratory voyages made by the Spanish in the Southern Seas. Political embarrassments and a depleted treasury had caused the Emperor to renounce his pretensions to the Moluccas in 1529 in favour of the Portuguese for a certain consideration in money, although in accordance with the decree of Pope Alexander VI. he retained control over the islands to the East. In 1542 an attempt was made by Spain to establish a colony in the Philippines. Although this was not successful, a further essay made some twenty years later resulted in the foundation of a settlement at Zebu. It



SECTION OF DAUPHIN CHART, PRESENTED BY SIR JOSEPH BANKS TO THE BRITISH MUSEUM.

those which were vague and problematical. Those who were not content with the mild excitement of profitable trade found ample employment for their buccaneering tendencies in looting one another.

Still, the spirit of discovery was not dead, and the seventeenth century had barely opened when the tale was once more taken up—this time by the Spanish. From the time (1527) when Alvaro de Saavedra, dispatched from New Spain to the Moluccas, had touched upon the coast of New Guinea there is no record until

is not inconceivable that this settlement brought about in those regions further voyages of discovery, of which there are no records remaining. Of one, however, we have certain particulars, and mention of it is important, as it indirectly became the means of definite information concerning the new continent being secured. Alvaro de Mendana sailed from Callao on a voyage of exploration in 1567, during the course of which he discovered the Solomon Islands. Nearly thirty years later (1595) he left Peru with the intention of founding a colony on

these islands, but failed to accomplish his object, as he was unable to again locate them. Associated with him on this voyage as chief pilot was Fernandez de Quiros, to whom much of the honour of Australia becoming definitely known is due, though he himself never set foot upon it. Failing to locate the Solomon Group, Mendana attempted to form a settlement on the island of Santa Cruz, but the venture met with no success and resulted in his death.

The discovery of Santa Cruz led De Quiros to think that the much-discussed southern continent was at last found, and he addressed two memorials to the Viceroy of Peru in which the question is set forth with much geographical detail, and which may be said to have brought about a definite solution of the problem, though he was not destined to demonstrate it by actual discovery. Two centuries later (when advocating the same cause as De Quiros) Dalrymple, speaking of that navigator, says:—"The discovery of the southern continent, whenever and by whomsoever it may be completely effected, is in justice due to this immortal name."

The Viceroy of Peru, while sympathizing with De Quiros and favourably inclined toward his projects, felt that it was beyond his power to afford the assistance asked for, and advised him to address himself to the monarch in person, for which purpose he armed the navigator with letters of support. The appeal to Philip III. was successful, and De Quiros returned to Peru with the necessary authority to carry out his plans. Two large vessels and a corvette were equipped for the expedition, which left Callao at the end of 1605. The second ship of the three was under the command of Luis Vaez de Torres, whose name remains in the nomenclature of Australian waters. The object of the voyage was to make a second attempt to found a colony at Santa Cruz and then to proceed in search of the southern continent.

After the discovery of various small islands Quiros reached a land which he called Australia del Espiritu Santo (really the New Hebrides), and which he considered to be part of the continent.

At this place, through unknown causes, the ships became separated. Torres finding that Espiritu Santo was an island continued his way westward, passing southward of what is now known as the Louisiade Archipelago, and proceeding thence south of New Guinea through the passage that was in future to bear his name—Torres Straits. In his description of the difficulties encountered in this passage he refers to large islands to the southward. These were without doubt the hills of Cape York Peninsula, so that to Torres, though he was unaware of the fact, we owe the first definite mention of the north-east coast of the island continent. De Quiros, after leaving or being separated from Torres, set his course for Mexico, where he arrived

in October, 1606, and from that time until his death in 1614 unsuccessfully urged upon the Spanish King the great desirability of prosecuting further searches in these unknown regions.

From this time we may safely say that the existence of a southern continent was definitely known, though its coastline was still undefined and unexplored. What for centuries had been merely rumour and suggestion was at last established fact, and though nearly two more centuries were to pass before its area was accurately determined and its boundaries charted, yet from the end of the sixteenth century Australia was practically endowed with a habitation as well as with a name.

Having discussed thus far the question of the discovery of Australia as a whole, we may, with regard to voyages taking place after the seventeenth century had opened, reasonably confine ourselves to those which are of interest in dealing with that portion of the continent the history of which is the subject of this work—Western Australia.

Western Australia was—and indeed from its geographical position must have been—the first part of the continent to become known, lying as it does just off what was then the main trade route to the East. No evidence can be found of this statement better than a study of the map showing the prevailing winds. We notice that south of the Tropic of Capricorn the general direction of the wind is westward, while just above the tropic we meet the south-east trades and monsoonal disturbances. Mariners but doubtfully acquainted with the seas in which they were sailing would have a tendency, after rounding the Cape of Good Hope, to go east as far as possible before bearing northward to Java and Timor, thus hoping to get the benefit of the wind in both directions, and avoid if they could the area of disturbance. This would apply particularly to the Dutch, whose information of the route was first gained by the study of navigation and not by its actual practice; and it explains in great measure the frequency of Dutch names on the west coast of Australia. It is more than probable that the first knowledge of a new continent many of them had was when they felt it under their keels.

It is curious to note how great a part the struggle for the control of the East Indian trade played in the gradual determination of the coastline of this side of the continent. Portuguese, Spanish, Dutch, English, and French in turn endeavoured to command the commerce and resources of these regions of marvellous wealth, and from the discovery of the Abrolhos by Meneses in 1527 we have the same procession of nationalities in the progress of Australian discovery.

Early in the seventeenth century we find important changes taking place in the political conditions of Europe. The great naval strength of Spain and the

mighty power consequent upon it had made her in the sixteenth century a successful rival of Portugal in the eastern trade. With the new era, however, the glory of Spain was rapidly to wane, and the nation so long trodden under the Spanish heel was not only to become free but to challenge both her naval and commercial supremacy.

The long-striven-for and hardly-won independence of the Netherlands had roused all the strength and energy of the people, and the dogged determination that had ended Spanish oppression found continued opportunity in the desire to lift Holland to a proud position among the nations. The northern provinces were free, but Spain had for southern, and had made her implacable hatred felt by repeated acts of cruelty, from which many of the inhabitants sought relief in flight. Among these were a number of Antwerp merchants who had for many years been indirectly connected with the trade to the Indies. The opposition of these men was strengthened by two of the most potent of human passions—the bitter hatred of exiles and the fanatic attachment to religious faith. They saw that Spain could best be crippled by curtailing her overseas trade or by depriving her of it altogether, and that in the result the southern provinces might be freed and the Protestant faith strengthened.

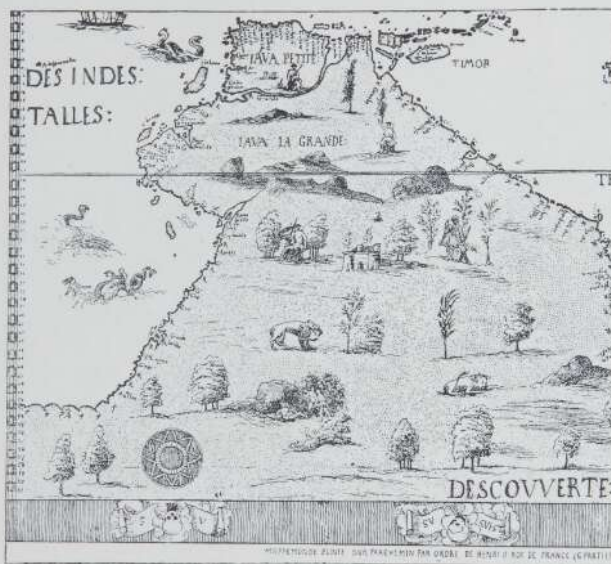
This, at first the idea of a few, gained general support when the Spaniards forbade Dutch traffic with Spain, which even during the wars had never altogether ceased. Geography, hydrography, and navigation became subjects of earnest study, and schools were formed with the express purpose of endeavouring to find a way to India and other Spanish possessions. The outcome of this movement was the foundation in 1602 of the Dutch East India Company, under whose flag many important voyages and discoveries were to be made.

p2

Of the Dutch voyages prior to this time no certain information is available. The English Ambassador at the Hague in the time of Charles II., Sir William Temple, gave it as his opinion that "a southern continent has long since been found out," which he said was "as long as Java and is marked on the maps by the name of New Holland, but to what extent the land extends, either to the south, the east, or the west, we do not know." To the same authority we are indebted for the declaration that the Dutch East India Company "have long since forbidden, and under the greatest penalties, any further attempts at discovering that continent, having already more trade than they can turn to account, and fearing some more populous nation of Europe might make great establishments of trade in

some of these unknown regions, which might ruin or impair what they have already in the Indies." This statement has been vigorously denied by the Dutch, but the fact remains that of the voyages made by the Company little was known until the publication of the instructions issued by the Governor-General of Batavia to Tasman on his second voyage in 1644. This curious document was found by Sir Joseph Banks in 1770

when turning over the old archives at Batavia, and was published by Sir Alexander Dalrymple in his "Collections Concerning Papua." From it we learn that in 1606 the "Duyfhen" made the first *authenticated* discovery of that great land which at the instance of the famous navigator, Matthew Flinders, is now designated Australia. The captain of this vessel, whose name is not known, prepared a careful chart of the voyage, showing that he sailed along the coast of New Guinea, then went southward along the coast of Cape York Peninsula to Cape Keer-Weer ("Turn again"), but was prevented from landing even for water owing to the cruel and treacherous nature of the savages, who murdered some



SECTION OF MAP FROM JOMARD'S ATLAS IN THE BRITISH MUSEUM, DATED 1546



of the crew. The results of Torres' voyage not being known at the time, the captain considered that the whole coast traversed was a portion of New Guinea.

The second voyage, according to the "Book of Despatches," was that made in a yacht from Batavia by order of the Fiscal d'Edel in 1617. Of this, however, nothing certain is known, as the journals and remarks could not be found.

No further attempts at discovery were made from Batavia until 1623, but in the meantime outward-bound ships touched at various portions of the coast in 1616, 1618, 1619, and 1622. Of these voyages but little information is now available. The most important of them all, from a romantic as well as from an historic point of view, is that of Dirk Hartog in 1616, commanding the ship "Eendragt," of some 360 tons burden. To this navigator we owe the discovery of Dirk Hartog Island, Doore Island (named after the chief pilot), and the roads leading to Shark Bay, so named at a later period by Dampier. The coast of the mainland adjacent to these islands was also named Eendragt Land, after the vessel. On the north end of the island bearing his name Hartog left a tin-plate as witness to his visit. This was nailed to a post and remained in position for nearly a century before being again seen by the eye of civilized man. It bore the following inscription:—

"On the 25th of October, 1616, arrived here the ship 'Eendragt,' of Amsterdam: The first merchant, Gilles Mibais van Luyck; captain, Dirk Hartog, of Amsterdam; the 27th ditto set sail for Bantam; under merchant, Jan Steyn; upper steersman, Pieter Dockes, from Bil; A.D. 1616."

To continue the history of this plate it may be said that when Van Vlaming, captain of the "Geelvinck" (of whose voyage it will be necessary to speak later), visited the island in 1697—the first visit, so far as we know, after the erection of the plate—he took the original plate away to Batavia, replacing it by a new one, on which the old inscription was copied and the following new one added:—

"On the 4th of February, 1697, arrived here the ship 'Geelvinck,' of Amsterdam: Captain commandant, Wilhelm van Vlaming, of Vlielandt; assistant, Jan van Bremen, of Copenhagen; first pilot, Michéel Bloem van Estight, of Bremen; the hooker 'Myptangh': Captain, Gerrit Collaert, of Amsterdam; assistant, Theodorus Heermans, of the same place; first pilot, Gerrit Gerritz, of Bremen; then the galliot 'Weseltje': Commander, Cornelius van Vlaming, of Vlielandt; pilot, Coert Gerritz, of Bremen. Sailed from here with our fleet on the 12th to explore the South Land and afterwards bound for Batavia."

Still another century later—in 1801—during the French voyage of discovery made by Baudin in the

"Géographe" and "Naturaliste," Van Vlaming's plate was seen. The two vessels had become separated, and Captain Hamelin, of the "Naturaliste," sent three men on to Dirk Hartog Island for the purpose of signalling the other ship. The boatswain on his return from the island brought back the tin-plate, which he had found on the north point half buried in sand and close to an oaken post to which originally it seemed to have been attached. Hamelin copied the inscription and then replaced it in position on a new post. He also placed on the north-east of the island a new plate giving the name of his ship and the date of arrival. The old plate remained for a while longer, but was not to be found when King made a careful search for it in 1822. It afterwards transpired that Freycinet had removed it in 1818 and had deposited it for safekeeping in the Museum of the French Institute at Paris. This fact is recorded in the Minutes of the Institute for 1821, but apparently it was too safely deposited, as every effort since made to discover it has been futile. The same fate was believed to have befallen the original plate of Dirk Hartog, which had been carried to Batavia. Fortunately, however, it was found in 1902 in the State Museum at Amsterdam by Mr. J. F. L. de Balbian.

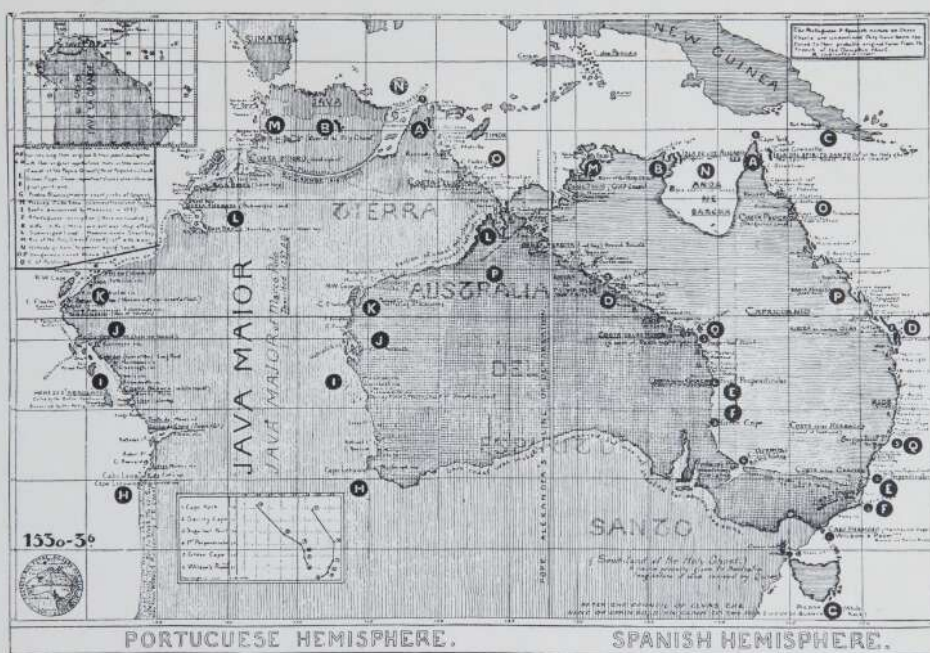
Reverting now to the historical narrative, it would appear that in July, 1618, the outward-bound ship "Mauritius" made some discoveries on the west coast, more particularly of Willem's River (probably the Ashburton) near the North-West Cape. As the journals and remarks were lost no further particulars of this voyage are available.

In the following year, 1619, a fleet of eleven vessels under the command of Frederik Houtman, in the "Dordrecht," claims to have discovered a series of reefs lying off the west coast, to which the name Frederik Houtman's Abrolhos was given. These consist of a cluster of rocky islets with surrounding reefs, and are situated west and north-west of Champion Bay. The term "abrolhos" is a contraction of the Portuguese *abri vossas olhos* ("keep your eyes open")—a most necessary precaution—and a term applied by them to outlying coastal dangers. It is very doubtful whether this was really the first discovery of these islands. It will be remembered that on at least one Portuguese map of the sixteenth century they are vaguely defined and the term "Abrolhos" given them. That may have been merely a generic term applied to some obstruction to navigation about that latitude, but the Portuguese certainly claim, with some show of reason, that the honour of their discovery belongs to Don Jorge de Meneses in 1527, and though we may not consider the arguments in favour of that contention completely convincing, there seems very little doubt that the Portuguese were aware of the existence of the islands before 1542. Mr. Major is of opinion that there is no evidence that Hout-

man ever visited the group at all, but that the islands were named after him, in 1619, by Jacob d'Edel, to whom their discovery was really due. This view, however, must give way before the researches of Professor Heeres. In his work "The Part Borne by the Dutch in the Discovery of Australia, 1606-1765," he prints two letters from Houtman, both dated Jacatra, October 7, 1619, the one to Prince Maurice and the other to the managers of the East India Company. In these he describes his visit to the islands. "On the 29th" [July], he writes, "deeming ourselves to be in an open sea, we shaped our course north-by-east. At noon we were in

managers of the East India Company, bearing the same date as Houtman's, has perhaps a peculiar interest for Western Australia, as it contains the suggestion, perhaps the first, that the new land from its general appearance might prove to be gold-bearing. For the publication of this letter we are indebted to Professor Heeres' researches. In it, *inter alia*, d'Edel writes, after describing his meeting with Houtman at the Cape and their journey together till they "came upon the south lands situated behind Java":—

"We anchored in 14 fathom in 32½° latitude, the bottom being level and hard; in full sight of the land



AN OLD CHART OF AUSTRALIA AND A MODERN ONE COMPARED, SHOWING THE DIVISION OF POPE ALEXANDER VI., 1530-6.

29° 32' southern latitude; at night, about three hours before daybreak, we again unexpectedly came upon a low-lying coast, a level broken country with reefs all round it. We saw no highland or mainland, so that this shoal is to be carefully avoided as very dangerous to ships that wish to touch at this coast. It is fully 10 miles in length, lying in 28° 46'."

The supercargo of the "Amsterdam," one of Houtman's fleet, was Jacob d'Edel or Dedel, after whom the portion of the coast between Shark Bay and Champion Bay, then discovered, was named Edel Land. The letter forwarded by this supercargo from Jacatra to the

the sea was 100 fathom deep. We used our best endeavours to make a landing, which, however, could not conveniently be done owing to the steep coast. . . . We then made all sail, and the wind coming round a little we stood out to sea, not deeming it advisable to continue longer inshore in this bad weather with such large heavy ships and such costly cargoes as we had entrusted to our care, and with great peril to lose more precious time; but being contented with having seen the land, which at a more favourable time may be further explored with more fitting vessels and smaller craft. We have seen no sign of inhabitants, nor

did we always keep near the coast, since it formed large bays which would have taken up much time. Still, we kept seeing the coast from time to time until in 27° we came upon the land discovered by the ship 'Eendragt,' which land in the said latitude showed as a red, muddy coast, *which, according to the surmises of some of us, might not unlikely prove to be gold-bearing, a point which may be cleared up in time.*"

These documents put Houtman's visit to the Abrolhos in 1619, as claimed by the Dutch, beyond the possibility of doubt; but it is only fair to add that at the time Mr. Major wrote their existence was not known.

The next voyage of interest was that of the "Leeuwin" in 1622. This vessel rounded the Cape since known as Cape Leeuwin at the south-west corner of the continent, and continued along the coast as far east as King George Sound. The title "Leeuwin's Land" was applied to the portion then examined, and on Gerritz' map it is said to consist of "dunes with trees and underwood at the top" and "lowland seemingly submerged" by the tide.

On July 5 of the same year there arrived at Batavia a boat containing ten men, who formed part of the crew of an English ship, the "Trial"; this was followed some few days later by the pinnacle of the same ship with thirty-six men on board. The men stated that they had lost and abandoned their ship with ninety-seven men and the cargo on some rocks in 20° 10' southern latitude and in the longitude of the western extremity of Java, that the ship ran on the rocks at night time in fine weather, and that they had met with the accident through following the course of Dutch ships. It is probable that while right as to latitude the sailors were considerably at fault in their longitude, as the rocks have since been identified as the south-west part of Monte Bello Reef, which runs north and south to the north of Barrow Island. A Dutch yacht, the "Haze-wind," was instructed to search for the place, but for some reason it never made a start. The instructions given to the commander of the yacht are of a most interesting nature, and had the voyage been carried out in accordance with them the history of Australia—or at least the western part of it—might have been entirely different. The captain received orders to give names fitting and worthy from a Dutch point of view to the places he should visit, and to take possession of them in the name of the United Provinces. That of course, had it been done, would have meant annexation by the Dutch of practically the whole of Western Australia, as the orders embraced the whole coastline south if necessary to 50° southern latitude, and eastward as far as possible if the coast turned in that direction. From the standpoint of future British settlement it is perhaps fortunate that the voyage never took place. Apart from that phase of the question, however, the

voyage would have been productive of great results, and a more or less definite knowledge of the possibilities of the west would have been known to the world nearly two centuries earlier. The thoroughness with which the voyage was conceived and the advantages open to be gained may be gathered from the following extract from the instructions:—

"The main object for which you are dispatched on this occasion is that from 45° or 50°, or from the farthest point to which the land shall be found to extend southward within these latitudes, up to the northernmost extremity of the South Land, you will have to discover and survey all capes, forelands, bights, lands, islands, rocks, reefs, sandbanks, depths, shallows, roads, winds, currents, and all that appertains to the same, so as to be able to map out and duly mark everything in its true latitude, longitude, bearings, and conformation. You will, moreover, go ashore in various places and diligently examine the coast in order to ascertain whether or not it is inhabited, the nature of the land and the people, their towns and inhabited villages, the divisions of their kingdoms, their religion and policy, their wars, their rivers, the shape of their vessels, their fisheries, commodities, and manufactures, but specially to inform yourselves what minerals such as gold, silver, tin, iron, lead, and copper, what precious stones, pearls, vegetables, animals, and fruits these lands yield and produce."

Farther on they were directed to inquire as carefully as possible into the question of whether the land would yield gold, as had previously been suggested, and also to endeavour to procure and bring back to Batavia samples of the natives.

The expedition failed to set out owing, it is said, to unforeseen causes, but the existence of the instructions is particularly valuable, giving as they do a complete and comprehensive statement of the Dutch colonial policy of the time. The principal end in view may have been, as was stated, that of discovery, but there is ample evidence that commercial interests were not lost sight of, nor were possible political results altogether overlooked.

The next mention we have of the new land was that made by the captain of the "Wapen van Hoorn" in the same year, 1622. This vessel had left Texel for the East in the previous December, and on arrival at her destination reported having been "in extreme peril near Eendragt Land."

The knowledge of the west coast was extended during 1623 by the "Leyden" and the "Tortelduyff," both of which reported having sighted the South Land. In the same year Arnhem Land, including the present Northern Territory of the Commonwealth, was discovered by Jan Cartensz. During an attempt at exploration some members of the party were killed, and

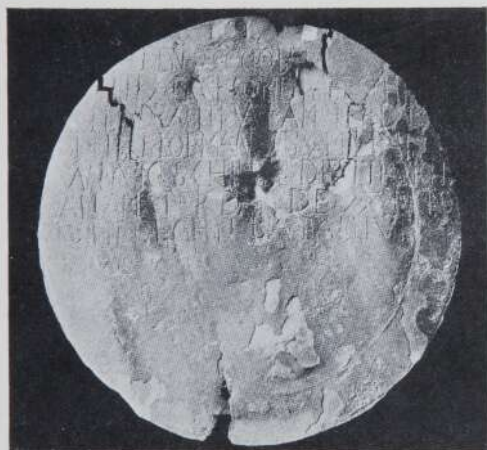
the expedition returned with the information that "in this discovery were found everywhere shallow water and barren coasts; islands altogether thinly populated by divers cruel, poor, and brutal natives, and of very little use to the Company."

Nothing further is known until 1627, when the "Gulde Zeepaerd," under the command of François Thyssen, sighted the south coast just beyond Cape Lecuwin and made an exhaustive examination of the coastline for about 1,000 miles eastward, giving to the part explored the name of Nuyts Land, in honour of the chief passenger, Pieter Nuyts, who was afterwards Ambassador to Japan and subsequently Governor of Formosa. In Nuyts Land was embraced all that territory lying at the head of the Great Australian Bight.

In the second half of the same year, on July 22, 1627, the Governor-General of the Dutch Indies sailed

Early in the following year Captain De Witt in the "Vianen," homeward bound, touched the shore on the north-west coast in the neighbourhood of Kimberley, and after making a cursory examination for some 50 miles gave it the name of De Witt Land.

The same year, 1628, was also to witness the commencement of one of the most important and exciting voyages made to the new land. On the whole the history of early Australian discovery is a calm and quiet story, without trace of adventure, recording nothing of an eventful nature beyond the sighting and superficial examination of stretches of isolated and uninteresting coast. But there are some exceptions, and perhaps the greatest of these is the tragic voyage of the "Batavia," whose passengers and crew formed the first white settlers on Australian soil, albeit involuntarily and for many of them with dire results.



DIRK HARTOG'S PLATE, 1616

from Table Bay with the ships "Galias," "Utrecht," and "Texel." All went well up to August 10, when the rudder of the "Galias" broke, and the ship becoming unmanageable, the other vessels passed out of sight. Repairs being effected the next day she proceeded on her course alone, and on September 5 came suddenly upon the Land of Eendragt, which by the reckoning of the chart should have been nearly 350 miles farther east. The Governor's experience on this voyage and his nearness to shipwreck led him to request the Company to give particular attention to correcting the miscalculations in the chart—a work that seems to have been very urgently required. Accuracy of observation and charting was therefore enjoined upon succeeding captains, with a result beneficial alike to navigation and geography.



VLAMING'S PLATE, 1697

The relation of this voyage, probably compiled from Pelsart's Journal, was first published in Dutch at Amsterdam in 1647, and was repeatedly republished during the succeeding few years. It was used by Thevenot in 1663 to compile a French version for his "Recueil de divers voyages curieux," and all English accounts were merely abridgments of this until 1897, when Mr. W. Siebenhaar, of Perth, undertook a complete translation of the Dutch account. It is from this, with Mr. Siebenhaar's kind permission, that our description of the voyage is taken. Pelsart's Journal was recently published by Professor Heeres, but the fact and particulars of the shipwreck were omitted as being already sufficiently known.

In 1628 General Pieter Carpentier returned safely from the East Indies with five richly-laden merchant

ships, and this, combined with the fact that the Government had recently succeeded in releasing three ships from an embargo laid upon them by the English a year previously, led the authorities to determine to send another fleet of eleven ships to the East, with which General Jacob Specks was to sail. Two ships and a yacht being soon ready to sail, the Senate sent them to Texel so as to lose no time. These vessels were the "Batavia" (under François Pelsart), the "Dordrecht" (under Isaac van Swaenswyck), and the "Assendelft" (under Cornelis Vlack). They left Texel for their destination on October 28, 1628. With the details of the first part of the voyage we need not concern ourselves. Nothing out of the ordinary happened except that the ships became separated, which was so usual an occurrence as to cause little excitement. The "Batavia" continued her course alone and on Whit-Monday, June 4, 1629, reached southern latitude  $28^{\circ} 28\frac{1}{2}'$  about nine miles from the mainland. Here they got among the perilous banks of the Abrolhos and shortly before sunrise struck the reefs. The usual trials and tribulations attendant upon shipwrecks occurred, intensified by the drunkenness and lawlessness of the soldiers and sailors, but eventually the whole company was landed on two small islands situated about three leagues from the ship. After considerable difficulty provisions and merchandise, including treasure, were landed, but it was impossible to secure sufficient water. The forty people on the smaller island had only eighty cans, and the 180 refugees on the larger had even less, so that from the beginning the scarcity of water had to be faced. On this account a great deal of dissatisfaction arose, particularly as there was no water to be found on the islands, and very little hope of securing more until rain came, or unless the ship went to pieces and some of the barrels were to float to the islands. Some of the crew desired to take the boat and search the other islands and the mainland, but Pelsart was not at first favourable to this idea, feeling that he was responsible for the safety of both the people and the merchandise. Ultimately after much pressure he yielded, and it was decided that they should try the mainland for water, and if they found none continue the voyage to Batavia to ask for help to rescue those left on the islands.

Before carrying this resolution into effect the commodore (Pelsart) wished to sail across to the other island to acquaint the people there with the decision arrived at. The crew at first objected to this, but at length were induced to start. When nearing the other shore, however, they renewed their objections and definitely refused to land, evidently afraid of some untoward result. Pelsart was therefore compelled to return to the first island. The next morning in company with some others he set out early, after leaving a note of their

intentions, to search for water. For three days they sought among the islands, but without success. Such fresh water as there was in the rocky holes of the islands round about had been spoilt by sea water during the storm. Then on June 9 they steered for the mainland, but were not able to land owing to the roughness of the coast and the persistence of the storm. Many efforts were made to effect a landing, but without avail, "for the breakers were too strong and the coast too steep and jagged, without any foreland or inlet, as is usually found on other coasts, so that it seemed to them a bare and cursed country, devoid of green or grass." The current bore them farther to the northward than they desired, and on the 14th, on approaching the coast, they observed a good deal of smoke, and endeavoured to run in, hoping to find men and water. To land being impracticable on account of the breakers, six men determined to swim for the shore, and all succeeded in reaching it. A day's search left them exhausted but unsuccessful. In the evening "they happened upon four people, who were creeping toward them on their hands and feet." These fled upon the approach of the sailors, who on their return to the boat described them as "black savages, quite naked, leaving themselves uncovered like animals." The next day they were fortunately able to land, and managed to collect about 20 gallons of water. They next resolved to go farther inland in the hope of securing more in the mountains, but the search was vain, as there was no appearance of water, "for behind the mountain chain the country was flat again, bearing neither trees nor vegetation nor grass, and being everywhere covered with high ant-hills built of earth, which in the distance were not unlike Indian huts. There were also such multitudes of flies that one could not keep them out of one's eyes." They next saw eight black people, each carrying a stick in his hand. These approached them to a musket shot's distance, but "when they saw our people coming toward them they took to their heels and would neither speak nor stop."

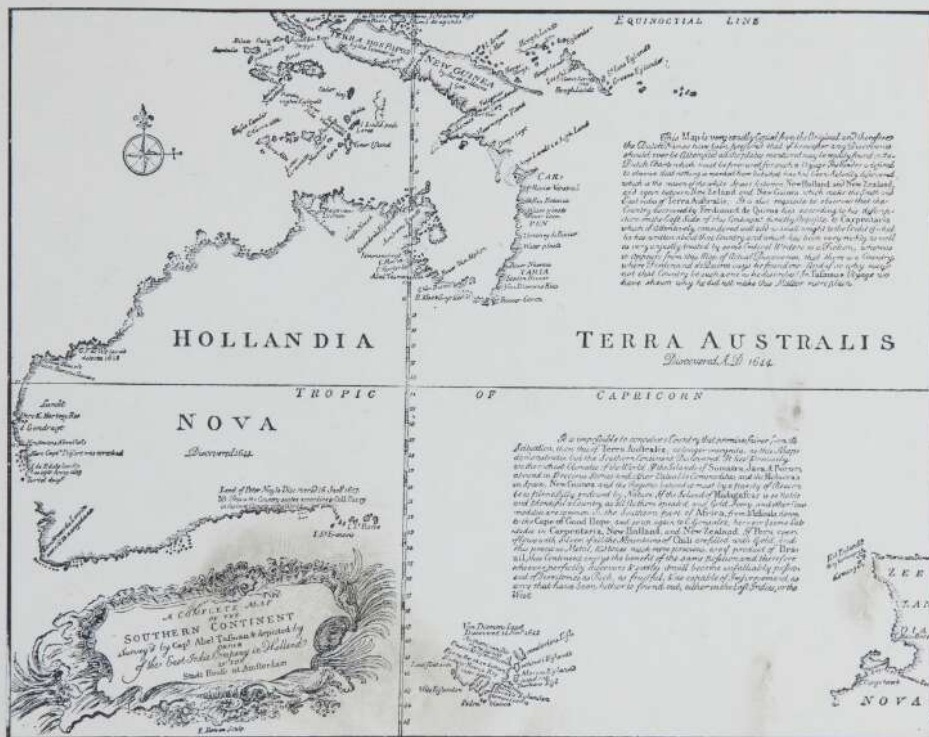
Oppressed by a sense of his own danger and fearing for the safety of those left on the islands, Pelsart followed the coastline in the hope of reaching the river of Jacob Kemmessensz, which according to his charts was close at hand. North-easterly winds prevented him from reaching it, and finally he determined to try to make Batavia for assistance. This difficult task he accomplished, and after sighting Java on June 27 reached Batavia on July 5. The next day he made his appearance before the Court, and having informed the Governor-General and Council of his misfortunes, requested speedy help to save the shipwrecked people, and to secure as much as possible of the merchandise. In a few days the frigate "Sardam" was assigned to

him, and after manning and victualling her he left on his return to the Abrolhos on the 15th of the month.

In the meantime, however, there was great trouble among those left behind on the islands. After the shipwreck the supercargo, Jerome Cornelisz (a chemist of Haarlem), with several accomplices had formed the intention of refloating the ship and sailing her for piratical purposes, a trade which in those days was far from being unremunerative. To this end they remained on the vessel for some ten days, until, in fact, she fell to pieces, and they had considerable difficulty in gaining

piracy was out of the question. He therefore resolved, with the aid of his accomplices, to murder all the people except forty men, and then with the scoundrels that remained seize the yacht which he expected Pelsart to bring from Batavia and go pirating with her. Selecting those upon whom he could depend, a contract was made out to which all agreed. The wording of this bond, really an agreement to commit wholesale murder, is so curious that it may be interesting to print it in full:—

"We, the undersigned, in order to take away all



TASMAN'S MAP, FROM THEVENOT'S COLLECTION, 1683.

the shore. Cornelisz then as supercargo took command of the company, which at that time was distributed among three islands, the largest number and most of the miscreants being with him. The distribution on three islands arose from the fact that a few days previously some of the men, in charge of a soldier, Webbye Hays, had gone off to a third in search of water.

The supercargo having been on the island for about a month after the wreck, and seeing that the ship was rapidly breaking up, realized that his first intention of

distrust that exists or might arise amongst us, bind ourselves herewith, on the solemn oath of our souls, and on the solemn oath that God shall truly help us to be true to each other in everything and to love each other as brothers; also promising not to do each other any injury whatsoever in person or possession without first verbally declaring to each other the breach of the peace, in knowledge whereof we have signed this contract on the 12th July, 1629, on the island Batavia's Herkhof." The signatures followed. (The language was probably

Cornelisz'; the italics are our own.) They then proceeded to murder all those on the island with the exception of thirty men and four boys, so that the name of the island as set down in the contract—Batavia's graveyard—was both sinister and significant.

Meanwhile Webbye Hays and party, who were away looking for water, were after twenty days successful in finding it, and made three fires as a signal. As this happened to be on the day of the general murder Cornelisz and his friends were probably too busy to notice it. Some who escaped the carnage managed to get across to Hays on rafts and take him the dreadful news. Having with these reinforcements some forty-five men under him, he resolved to place himself in a position of defence from attack. Those on the remaining island, either not being aware of what had transpired or being too weak to defend themselves, were attacked by a party of Cornelisz' ruffians, and all but seven boys and six women were murdered. The chests of merchandise were then opened and the worthy band attired themselves gaudily in scarlet cloth, with gold and silver embroidery.

The ringleader, however, recognized that there could be no safety for him until Webbye Hays and party were put out of the way. Consequently, having assumed the title and authority of "Captain-General," he sent an expedition of twenty-two armed men against them. These were successfully repulsed by the practically defenceless band. Cornelisz then had recourse to strategy, and by letter secretly offered some of the men large rewards in return for treachery. These letters were shown to Hays, and a trap was accordingly laid. Cornelisz was induced to come to the island to settle the terms, and on arrival he himself was taken prisoner and some of his men killed.

At this stage, September 13, the "Sardam" with Peisart arrived at the Abrolhos, the commodore being pleased to find from the presence of smoke that some at least of his people were still alive. Before he could land, Webbye Hays and three others came on board and gave him an account of the whole tragedy, further informing him that the ruffians were already on their way to surprise and seize the ship. These when they arrived were captured, a fate that also quickly befell the remainder of the band. An examination into the whole circumstances was then and there made, and as carrying the miscreants back to Batavia would have meant crowding the frigate too much, Cornelisz and those closely associated with him were put to death on Seal Island after being subjected to the refinements of what one almost feels compelled to admit was well-merited torture. Among them they had murdered no fewer than 125 innocent people. The frigate then returned to Batavia, stopping on her course to maroon two of the conspirators on the coast near Champion Bay.

These two villains were the first white inhabitants of the continent so far as is known. It is curious that the first white settlement in Australia also consisted of persons largely of the same class.

During the years following, particularly in 1629, 1632, and 1635, various places on the west coast were either touched at or sighted by Dutch ships, but these did not contribute anything new in the way of information. The next important voyage was that of Abel Janssen Tasman (who had discovered Van Diemen Land in 1642) and Franz Visscher with the yachts "Limmen," "Zeeceuw," and "De Brak." It was for this voyage, which took place in 1644, that the Dutch "Book of Despatches" previously referred to, and from which much of our knowledge of the voyages of the Dutch East India Company is derived, was compiled. The object of the expedition was to explore the north-west and north coasts of the new continent, and to proceed eastward, despite adverse winds, to determine whether New Guinea was a separate island or part of the mainland. Tasman's Journals have unfortunately been lost, so that such information as we possess about the voyage is rather meagre, and is taken from a work published in 1705 by Burgomaster Witsen, who quotes Tasman as the authority for his statements. These refer chiefly to the natives, who are described as "possessing rude canoes made of the bark of trees, but no houses; to live poorly, go naked, and eat yams and other roots."

From the map published by Thevenot in 1663, which it is said was originally taken from that done in inland work on the pavement of the new Stadt Haus in Amsterdam, we may get a fair idea of his route. He certainly did not ascertain whether New Guinea was separated from the mainland, but he examined the northern coastline from Arnhem Land to Exmouth Gulf, taking in De Witt Land and part of Eendragt Land, and embracing the districts now known as the Kimberleys and the North-West. He also appears to have landed in what we call Carnôt and Roebuck Bays. To him we owe the name "New Holland," which was applied by the Dutch only to that portion of the continent lying west of a meridian line drawn north and south through Arnhem Land and the islands of St. Francis and St. Peter. The part east of that line was still denominated the *Terra Australis*. New Holland, which included the whole of the present State of Western Australia, was according to the Dutch "The Great Known South Land," as distinguished from the rest of Australia, which remained "The Unknown Land."

From this time to the end of the century the interest of the Dutch in coastal exploration seems to have flagged. The sterile nature of the country promised but little in the way of wealth, and though the territory was still included in the lands of the Dutch East India Company it was left undisturbed to the occupation of

the savages. An exploratory voyage was made by the "Leeuwerik" in 1648, and in 1649 the "Vergulde Draeck," laden with rich merchandise and money, was wrecked in latitude 30° 40' and 118 lives lost. Seven of the survivors managed to reach Batavia, leaving sixty-eight behind them to protect the cargo and treasure, and implored assistance. To this end several ships were dispatched in 1657 and 1658, but many of these met with disaster of one kind or another, and all returned from the search unsuccessful. The first of these vessels, the "Witte Valck" and "Goede Hoop," sailed down the coast for some distance, but reappeared after losing a boat and eleven men. The "Vinck," from the Cape to Batavia, was instructed to search, but also failed. The "Waeckende Boey" and the "Emeloort"

visited the mainland in 1658 on the same mission, but with abortive results. The first of these vessels foolishly abandoned a boat and fourteen men during bad weather, and only four of them got back to Batavia, the remainder succumbing to incredible suffering and privation. In the same year the "Elburg" joined in the search with the same negative result. Many of these ships observed wreckage of various kinds floating about, which evidently came from the "Vergulde Draeck," but nothing was ever heard of the unfortunate castaways. There was, however, some result from the attempts in improved charts of the coastline.

Some twenty years later the "Vliegende Swaan" coasted the north-west of the continent on her voyage from Ternate to Batavia.

## CHAPTER II.

### DISCOVERY AND EARLY VOYAGES—(Continued).

Up to the end of the seventeenth century English maritime enterprise in the Pacific Ocean and Southern Seas had been almost a negligible quantity, confined chiefly to occasional voyages of adventure of more or less piratical intent, and any English interest or even knowledge of the new Southern Land could scarcely be said to exist. Curiously enough that English interest was in the first place stimulated by one who at that period of his life was in every respect a buccaneer—William Dampier. But pirate though he practically was, he had some of the qualities of a hero, and he possessed that faculty of accurate observation that made his remarks and opinions on places visited of special value to his country.

Born in 1652 of a respectable family in Somerset, Dampier as a young man gained some experience of the sea both in the merchant service and in the navy. In 1674 he went to Jamaica to assist in the management of Colonel Helyar's plantation, but the life was so devoid of adventure that in the following year he went back to sea. In 1679 he joined the buccaneers and made various expeditions in the Pacific with the avowed object of plundering the Spanish settlements. Some four years later he took service with one Cook on a cruise round the world. Finding that the vessel was too small for the purpose they ran along the coast of Africa in the hope of meeting a more suitable craft. At Sierra Leone they fell in with a Dutch ship carrying thirty-six guns, and without any qualms of conscience forcibly took possession of her and ran out to sea. Dampier's narrative says nothing of this, but would lead us to

believe that the voyage was one of discovery only, instead of being, as it really was, a purely piratical venture. Cook died in 1684, and Davis, who took his place, joined forces with a Captain Swan of the "Cygnet," and for twelve months they scoured the South American Coast in company. They then parted, as Swan wished to try the Mexican Coast and then go across the Pacific toward the East Indies. With him went Dampier, filled (according to his narrative) with a desire for discovery. Reaching the Philippine Islands in June, 1686, they remained there until early in the following year, when dissatisfaction became rife among the crew owing to the prolonged inactivity. This was ended by Dampier and party sailing away with the ship, leaving Swan and about thirty-six men stranded on Mindanao. After a course of piracy in the China Seas Dampier seems to have tired of the life and set sail for home, taking a lonely route to the south in the hope of avoiding English and Dutch ships, of which he stood in some dread. Contrary winds carried his ship out of her course, and in January, 1688, he decided to land on the shores of New Holland "to see what the country would afford us."

The landing took place in the north-west corner of King Sound, at the spot now known as Cygnet Bay. Here the ship was beached for cleaning and repairs, and it is curious that apparently by accident Dampier found the one place on the whole north-west coast suitable for that purpose. During the stay here, lasting until March 12, the leader appears to have found the society of his fellow-buccaneers uncongenial, and to occupy his



time made a careful exploration of the surrounding country.

"New Holland," he tells us, "is a very large tract of land. It is not yet determined whether it is an island or a main continent; but I am certain that it joins neither to Asia, Africa, nor America. The part of it that we saw is all low, even land, with sandy banks against the sea; only the points are rocky, and so are some of the islands in this bay."

Dampier's observations on the country and the natives are singularly correct, and have a particular value as giving the first definite and accurate information known concerning any portion of this vast continent.

The soil he describes as dry and sandy, "destitute of water, except you make wells; yet producing divers sorts of trees. But the woods are not thick nor the trees very big. Most of the trees we saw are dragon-trees, as we supposed, and these, too, are the largest trees of any there. They are about the bigness of our large apple-trees . . . and the rind is blackish and somewhat rough. . . . The other sorts of trees were not known by any of us. There was pretty long grass growing under the trees, but it was very thin. We saw no trees that bore fruit or berries."

Of the natives, whom he must have observed with very great care, he writes:—

"The inhabitants of this country are the miserablest people in the world. The Hodmadods of Monomatapa, though a nasty people, yet for wealth are gentlemen to these, who have no houses and skin garments, sheep, poultry, and fruits of the earth, ostrich eggs, etc., as the Hodmadods have; and setting aside their human shape, they differ little from brutes. They are tall, straight-bodied, and thin, with small long limbs. They have great heads, round foreheads, and great brows. Their eyelids are always half-closed to keep the flies out of their eyes, they being so troublesome here that no fanning will keep them off. They will creep into one's nostrils, and mouth, too, if the lips are not shut very close. So that from their infancy, being thus annoyed with these insects, they do never open their eyes as other people, and therefore they cannot see far, unless they hold up their heads, as if they were looking at somewhat over them.

"They have great bottle noses, pretty full lips, and wide mouths. The two foreteeth of their upper jaw are wanting in all of them, men and women, old and young. They are long-visaged. . . . Their hair is black, short, and curled.

"They have no sort of clothes, but a piece of the rind of a tree tied like a girdle about their waists, and a handful of long grass, or three or four small green boughs full of leaves, thrust under their girdle to cover their nakedness.

"They have no houses, but lie in the open air with-

out any covering, the earth being their bed and the heaven their canopy. . . . They do live in companies, twenty or thirty men, women, and children together. Their only food is a small sort of fish which they get by making weirs of stones across little coves or branches of the sea, every tide bringing in the small fish, and there leave them a prey to these people, who constantly attend there to search for them at low water. This small-fry I take to be the top of their fishery. They have no instruments to catch great fish should they come; and such seldom stay to be left behind at low water. . . . In other places at low water they seek for cockles, mussels, and periwinkles. Of these shell fish there are fewer still, so that their chiefest dependence is what the sea leaves in their weirs, which, be it much or little, they gather up and march to the places of their abode. There the old people that are not able to stir abroad, by reason of their age, and the tender infants wait their return; and what Providence has bestowed on them they presently broil on the coals and eat it in common. Sometimes they get as many fish as makes them a plentiful banquet and at other times they scarce get everyone a taste; but be it little or much that they get, everyone has his part, as well the young and tender, the old and feeble, who are not able to go abroad as the strong and lusty. When they have eaten they lie down till the next low water, and then all that are able march out, be it night or day, rain or shine, 'tis all one! They must attend the weirs or else they must fast, for the earth affords them no food at all. There is neither herb, root, pulse, nor any sort of grain for them to eat that we saw, nor any sort of bird or beast that they can catch, having no instruments wherewithal to do so.

"I did not perceive that they did worship anything. These poor creatures have a sort of weapon to defend their ware or fight with their enemies, if they have any that will interfere with their poor fisheries. . . . Some of them had wooden swords; others had a sort of lance. The sword is a piece of wood shaped somewhat like a cutlass. The lance is a long straight pole, sharp at one end and hardened afterwards by heat. I saw no iron nor any other sort of metal."

After leaving Cygnet Bay Dampier desired to proceed on the voyage to England, but this did not meet with the approval of his companions. A quarrel occurred, and in the result the navigator with two others was put ashore on the Nicobar Islands. Here they suffered many trials and privations, but ultimately succeeded in getting away, and in 1691 Dampier arrived back in England after an absence of nearly nine years.

Some years passed without incident until the Dutch became anxious about the fate of a missing ship, the "Ridderschap van Holland," and in order to make certain Willem van Vlaming in 1696 was instructed by the

Company to proceed with the "Geelvinck" and two other vessels to carefully examine the west coast of New Holland for some trace of her. On Christmas Day, 1695, they sighted land, and on December 29 anchored off the shore of a large island, upon which they landed on the following day. On exploring it they were struck with the large number of rats' (wallabies) nests found, and from that fact gave it the name of Rottnest Island. Some pieces of wreckage were discovered, but there was nothing by which they could identify the vessel they were endeavouring to trace. From the higher parts they could see the mainland distinctly, and from the smoke rising here and there from among the trees they gathered that natives were present. On January 5, 1697, Vlaming with eighty-six well-armed men landed on the shore somewhere in the neighbourhood of Cottlesloe Beach, and marching eastward came upon what they described as "a large basin of brackish water." On the banks of this they met with traces of natives in the shape of footprints, a fire still burning, and a hut that would

However, having, according to the narrative, "found neither good country nor seen anything worthy of note" Vlaming continued his voyage northward, examining the shore carefully for traces of the lost ship, and occasionally landing to make some exploration of the coast. On February 4 they reached Shark Bay and on Dirk Hartog found the tin-plate previously referred to. This they took away, leaving another in its place. Resuming the voyage they reached the North-West Cape, and on the 21st of the month set the course direct for Batavia, after firing guns "as a signal of farewell to the miserable South Land." To Vlaming thus belongs the discovery of the Swan River, the most important so far of all the discoveries on the mainland, and he also had the honour of being the first to anchor in the harbour at Fremantle.

Meanwhile Dampier had not been idle. For some years after his arrival in England he was engaged preparing a record of his voyage and adventures from 1683 to 1691. This was published in 1698 as "A New Voyage Round the World." From it the English gained their first accurate knowledge of these new South Lands. So impressed were they with the potentialities of the places described and so desirous of learning more about them that William III. was induced to send Dampier in the "Roebuck," under commission from the Admiralty, to make further exploration of the north-west coast and to solve, if possible, the question whether the new discoveries were a series of islands or part of a great continent.

Dampier sailed from England on January 14, 1699, taking the usual route round the Cape and thence eastward. On August 1 land was sighted, and on the 5th he anchored in Dirk Hartog Bay, to which, owing to the prevalence of sharks, he gave its present name of Shark Bay. Some eight days were spent in making trips to the mainland in search of water, but without result. During this time he surveyed a portion of the Bay and collected a good deal of valuable information about the coastal country, as well as interesting data concerning the fauna and flora. He tells us that the land was gently undulating, with stretches of sand along the seaboard, changing to a reddish soil of sandy nature farther inland. Upon this grew plants, grass, and shrubs, but no tree above 10 ft. in height. Of the tree blossoms blue was the predominating colour, and small and beautiful flowers of various hues, different from anything he had previously seen, abounded everywhere. The only large birds were some eagles, cormorants, pelicans, gulls, and ducks. The land animals were few in number, consisting in the main of kangaroos, iguanas, and lizards. The kangaroos were new to natural history, and Dampier's description of them is the first known. "The land animals," he writes, "were only a sort of racoons, different from those of the West Indies, chiefly as to their



BLACK SWAN RIVER ON NEW HOLLAND, OPPOSITE ROTTNEST ISLAND, FROM VANKEULEN.

have disgraced a Hottentot, but the aborigines themselves were not to be seen. They camped near the fire, and on the following day separated into three parties for exploratory purposes and went off in different directions, to meet again at night having made no discovery of any importance beyond proving that the "basin of brackish water" was really a river. Some of the men foolishly partaking of nuts "having the taste of our large Dutch beans" which they found growing on a certain tree paid severely for their indiscretion—so much so that one wonders whether they really were Dutch beans. On the 9th they brought the ships in and anchored just off the mouth of the river, which Vlaming and a party explored on the following days for a distance of some 14 or 16 leagues. They were rewarded by the discovery of numbers of that hitherto unknown prodigy of Nature—the fabulous black swan described by Juvenal. Several specimens were secured and three were taken alive to Batavia. From the presence of these birds Vlaming named his discovery the "Swan River."

legs; for these have very short forelegs, but go jumping upon them as the others do, and, like them, are very good meat." The iguanas (or guanos, as he terms them) he found good to eat, but the sensitive stomach of a buccaneer rebelled at the idea of the harmless Australian lizard.

Water not being available, he decided on the 14th to continue his voyage north, keeping as close to the shore as he could in the hope of finding more fertile country and an abundant supply of water. From time to time he sent the boats ashore for supplies, but only once did he obtain sufficient to replenish the casks. On the 21st he reached some islands, afterwards called the Dampier Archipelago, situated off the present town of Cossack, and on the 31st again landed, some 150 miles south of his former anchorage, in Cygnet Bay. Here he had a small brush with some natives, in the course of which a sailor was speared and a native shot.

Being still greatly concerned about the shortage of water, and disgusted with the sterile nature of the land, Dampier felt compelled to abandon any further exploration of the coast. In accordance with this resolution he set sail early in

September for Timor and New Guinea. On his voyage home the "Roebuck" was wrecked on the island of Ascension, but the navigator succeeded in reaching England, and in 1703 published an account of his voyage.

His observations with regard to the coast and the information he brought back concerning the country and its inhabitants have been proved to be remarkably reliable, and may be regarded as some compensation for his failure to achieve the actual objects of his mission. Whether the new land was a succession of islands or a continent was a question yet to be solved, and the passage between New Guinea and Australia was still unknown.

His unfavourable reports about the land and his opinion of its wretched inhabitants, whom he described as "the miserabest people in the world," did not give

any encouragement to the Government to pursue its investigations. Consequently we hear of no further voyages under the English flag until 1770, when Captain Cook discovered and took possession of the more fertile country on the east coast.

A remark made by Dampier when seeking a passage among the islands of the archipelago that bears his name, that "among so many islands we might have found some sort of rich mineral or ambergreece," has given rise to a curious inaccuracy in many publications concerning the gold discoveries of Western Australia. It is stated that Dampier, a Dutch buccaneer, discovered gold on the north-west coast in 1688, and that on account of this discovery the Dutch charts of that region were marked "Provincia aurifera." Though the region is so marked on some of the sixteenth century Dutch charts, it is really the result of a geographical blunder, due to a misreading of part of Marco Polo's "De regionibus orientibus."

This actually refers to Lower Siam, but was ignorantly transferred by early geographers to an imaginary great southern continent. Dampier was not Dutch. Neither does he make any mention in his narrative of a discovery of gold. Had

he done so it is scarcely probable that English interest in the new country would have ceased after his report.

The unpromising reports concerning the value of the new land which were brought back by Dutch navigators had the effect of causing the interest of that nation also to wane. Only one more expedition with definite instructions to explore any part of the coastline was sent out. This was in 1705, when a small fleet of three vessels made some examination of the north-west and improved the charts which Tasman had compiled.

In 1718 one Hans Purry, of Neufchâtel, published a work in which he proposed the establishment of a Dutch colonial settlement in the south-west corner near Cape Leeuwin. This idea was submitted to the authorities of the East India Company at Batavia and Amsterdam, and being declined by them was unsuccess-



MAP OF THE EAST INDIES FROM DAMPIER'S JOURNAL, 1700

cessfully urged upon the West India Company. The inducements offered were not commensurate with the expense, and the frugal Dutch mind was not prepared to spend money on something that offered little or no prospect of return.

Dutch interest may from this time be said to have ceased, though as the century progressed Dutch vessels either sighted or touched at isolated portions of the coast, and some had the misfortune to be wrecked there. In 1711 the "Zuytdorp" was supposed to have struck somewhere on the Abrolhos, that area of extreme danger to early navigators, and in 1727 the "Zeewyck" came to grief on a reef in the same group. Of this vessel numerous relics have from time to time been found by various explorers and others, and they now form an interesting exhibit in the Western Australian Museum.

In 1755 and 1765 casual Dutch visits were recorded, but they were without incident.

Almost coincidentally with the cessation of Dutch enterprise France became active in the Southern Seas. Thenceforward, up to the time of the actual annexation and settlement of Western Australia by Great Britain, the competing nations in these waters, as in so many parts of the world, were the English and the French.

The first French ship to touch at any portion of the Australian coast was "Le Gros Ventre," under the command of Captain de St. Alouarn, in whose honour the St. Alouarn Islands were named at a later date by D'Entrecasteaux.

For some years after this there is no record that any navigator visited the western shores. The discoveries of Cook in 1770 and his favourable reports on the fertile nature of the country had turned attention to the eastern side of the continent, and whatever efforts

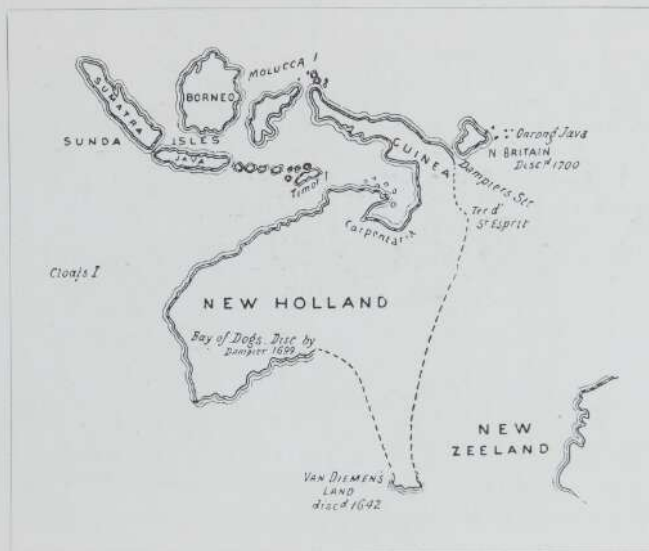
were made in the way of exploration were directed toward that part. In 1791, however, nearly a century after the visit of Dampier, the English Government sent out Captain George Vancouver (who had previously served as a midshipman under Cook) and Captain Broughton in H.M.Ss. "Discovery" and "Chatham" on a voyage to the north-west coast of America by way of the Cape and Australia.

On August 26, 1791, they had their first view of Australia—that of a conspicuous promontory with high cliffs dropping almost perpendicularly into the sea. This they named Cape Chatham, after the earl of that name, who at that time presided over the Admiralty. Though describing the promontory as a cape, Vancouver

was in some doubt whether it was not really an island, a doubt afterwards proved to be well founded. Passing this and following an eastward course, while keeping as near the shore as possible in the hope of discovering a safe anchorage, they entered a fine natural harbour on the 28th and bestowed upon it the name of King George III. Sound. Landing on the 29th they noticed that there

was a further inner harbour and a second extension toward the north-east. The day being the birthday of the Princess Royal they named the inner portion Princess Royal Harbour. Vancouver then, in the name of the King, took formal possession of all the country "from the land we saw north-westward of Cape Chatham so far as we might explore its coasts." On the same day the narrow entrance to the north-eastern extension was discovered and the harbour named Oyster Harbour, on account of the number of oysters found there.

The ships remained at anchor for about a fortnight, during which a close examination of the harbours was made, and the coast for some distance inland was



NEW HOLLAND, FROM MAP OF THE WORLD IN EMANUEL BOWEN'S ATLAS, LONDON, 1747.

explored. The land in places seemed barren or covered with a "deadly green herbage, with here and there a few grovelling shrubs or dwarf trees scattered at a great distance from each other." This, Vancouver admits, might not have originated from sterility of the soil, but as the result of a bushfire which it was evident had recently passed over it, especially as the surrounding country presented a far more fertile and pleasing aspect. Fresh water was abundant and kangaroos, ducks, and fish not scarce. The climate was temperate and agreeable. Of shrubs and plants a great variety was found, which "afforded Mr. Menzies [the naturalist of the expedition] much entertainment and enjoyment." Natives they did not actually meet, but one or two deserted villages were seen, as well as single habitations, giving them the impression that the aborigines were a wandering people, trusting greatly to the natural products of the soil for food, and not expert either at hunting or fishing. Our illustration of the deserted village is taken from the published account of "Vancouver's Voyage," and is interesting if only to show the ideal impression that the mind of an artist can receive from even the squalid shelter of an Australian black.

Before leaving the Sound Vancouver deposited on Point Possession a sealed bottle containing a parchment record of his visit, and a second bottle containing a similar record on Seal Island, where he thought the natives would be less likely to get it. This second bottle was probably found by Chr. Dixon, of the "Elligood," who left a plate recording his calling at Oyster Harbour in August, 1800.

In 1883 a wooden tablet was erected by the Governor, Sir William Robinson, over an old well on the island by the channel connecting Middleton Bay and Oyster Harbour. This it is believed marks the spot where "George Vancouver, an illustrious navigator, watered H.M.S. 'Discovery' in October, 1791."

Leaving King George III. Sound Vancouver and Broughton continued their voyage eastward along the coast as far as Termination Island, so named from the fact that from there they set their course for America and lost sight of the Australian coast.

In addition to the places mentioned Point Possession, Cape Howe, Mount Gardner, the Eclipse, Breaksea, Seal, and Michaelmas Island and nearly every prominent headland or island from Cape Leeuwin to 122° east longitude owe their names to this voyage, which from the standpoint of accuracy of observation and attention to detail was one of the most important made to the shores of Western Australia.

About this time the French Government began to be anxious about the fate of the expedition under La Pérouse, which had not been heard of since leaving Botany Bay in 1788. The general impression was that the expedition had met with disaster, but in order to

have the matter cleared up two ships, the "Recherche" and the "Esperance," were fitted out for a search and placed under the command of Admiral D'Entrecasteaux. Leaving France in September, 1791, D'Entrecasteaux proceeded by way of the Cape of Good Hope and reached the coast of Tasmania, anchoring in Storm Bay on April 21, 1792. From there they went to the Solomon Islands, the Moluccas, and the East Indian Archipelago, and then turned southward down the coast of Western Australia. They did not, however, sight the Australian coast until December, 1792, when they came within hail of a point which they named D'Entrecasteaux Point, lying north-west of Chatham Island. Continuing their course to the eastward they skirted the coast as far as Termination Island, where they sheltered from a storm and then turned off to Tasmania again. The account of this voyage was written by Labillardière, the celebrated botanist, who seems to have possessed especial talent for noticing unimportant things so far as Australia is concerned. Several places on the south coast were charted and named on this voyage, to which the discovery of the Recherche Archipelago is due.

This expedition, so far as finding any trace of La Pérouse and his party was concerned, was doomed to failure. The fate of that navigator remained a mystery until 1825, when Captain Dillon, of H.M.S. "Research," discovered remnants of the "Astrolabe" and "Boussole" on Vanikoro, the most southerly island of the Santa Cruz Group.

English maritime activity in the Southern Seas was now in full swing and English association with the new South Land definitely established. Perhaps no one did more to bring about an accurate knowledge of, at any rate, the coastal districts of the continent than Matthew Flinders, to whom we owe its present name. Though we are concerned only with his connection with the west, he was responsible for the discovery of practically the whole of the south coast. In many respects Flinders was not unlike Dampier—if we except the latter's buccaneering proclivities. Bold and intrepid as an explorer, he was at the same time a careful observer, shrewd and painstaking, as well as accurate in detail, so that the information he procured proved of the greatest value in extending the vague knowledge then existing concerning this still practically unknown country.

Flinders left Spithead on July 18, 1801, in the "Investigator," the old "Xenophon," a sloop of 344 tons. On November 6 he reached what he termed Cape Leeuwin, as being the south-western and most projecting part of Leeuwin Land, and from there to King George III. Sound, where he arrived on December 9, carefully surveyed the intermediate coast, naming various points. He remained at the Sound for some days, which were spent in charting Princess Royal and Oyster Harbours, and in establishing friendly relations with the

aborigines. A short vocabulary of the native language was prepared and information collected as to their habits. Their manners he describes as "quick and vehement and their conversation vociferous, like that of most uncivilized people. They seemed to have no idea of any superiority we possessed over them. On the contrary, they left us, after the first interview, with some appearance of contempt for our pusillanimity, which was probably inferred from the desire we showed to be friendly with them."

Before leaving the spot a search was made for the record bottles left by Vancouver in 1791. This was unsuccessful; but in a garden on the east side of Oyster Harbour a piece of sheet-copper was found inscribed—"August 27, 1800, Chr. Dixon; ship 'Elligood,'" from which it was surmised that the bottles had been previously discovered and removed.

On January 5 Flinders again got under way and directed his course to the east and north, passing the Recherche Archipelago and afterwards discovering much of the hitherto unknown south coast.

On board the "Investigator" with him were Robert Brown, well known as a botanist, and William Westall, the famous painter; while one of his officers was (Sir) John Franklin, afterwards Governor of Tasmania and a famous explorer, who ended his career amid Arctic snows.

For one thing Flinders will always be remembered—that he gave to Australia her present name. Various appellations had been bestowed upon her—Magellanica, Jave la Grande, *Terra Australis*, and Great South Land. After Tasman's voyage in 1644 the western portion was called New Holland, the eastern still retaining the name *Terra Australis*. Subsequent to Cook's discoveries the eastern part received the name of New South Wales, the remainder being still New Holland. The meridian dividing the two, according to the patent to the first

Governor of New South Wales, was 135° eastern longitude, almost identical with the old line of separation laid down after Tasman's voyage. Flinders readopted the name *Terra Australis* for the whole continent, including New South Wales, New Holland, and Van Diemen Land, as he had proved the east and west to be parts of one continent. At a later date, in 1814, he suggested—and his suggestion was adopted—the name Australia, "as being more agreeable to the ear, and an assimilation to the names of the other great portions of the earth."

The fate of La Pérouse being still unknown, a further French expedition was dispatched in 1801. This consisted of three vessels—the "Géographe," under Commodore Nicolas Baudin; the "Naturaliste," of which Captain Hamelin was the commander; and

a small 30-ton ship, the "Casuarina," under Lieut. Louis de Freycinet. After a brief preliminary visit to the western coast they went on to Timor, afterwards returning southward for closer examination of the Western Australian shore. In June, 1801, they anchored off the mouth



DESERTED INDIAN VILLAGE, KING GEORGE III. SOUND. (FROM "VANCOUVER'S VOYAGE.")

of the Swan River and devoted some days to its exploration, with the intention of tracing its source. They seem to have reached the junction of the Helena with the Swan when the leader, M. Heirisson, felt compelled to return, as the provisions were running short. The name of a member of the party being Moreau, the title Moreau Inlet was bestowed upon the Canning River, while the islands upon which the present Perth Causeway stands were called the Heirisson Islands. The view from the top of Mount Eliza was described as particularly striking and beautiful and the fertile nature of the soil about Guildford commented upon. At the point where they abandoned their journey up the river, about 60 miles from the mouth, the river was narrow, only about 8 ft. deep, and the water salt. Having made

a specially minute survey of the coast in the vicinity of the Swan River and at Rottnest Island, where they found a species of wallaby, they proceeded to make an examination of the whole Western Australian Coast. From Cape Leveque to North-West Cape names were awarded to the prominent natural features. A new entrance to Shark Bay, to which Baudin gave the name of Géographe Channel, was discovered, and Captain Hamelin found the plate left by Vlaming on Dirk Hartog Island more than a century previously. Evidence of the visit of this expedition to the south-west coast may be found in Leschenault Estuary and Cape Leschenault and Point Péron, named after the botanist and the zoologist attached to the enterprise.

Some English authorities are of opinion that, considering the completeness of the scientific equipment carried by these vessels, the results achieved were surprisingly small. This is set down to the fact that Baudin hurried over his work, being satisfied to take credit for discoveries already made by Flinders and others. To some extent it may apply to the south coast, over which a certain amount of friction arose between Baudin and Flinders, who were coincidentally in that neighbourhood; but there is no reason to express any dissatisfaction with the work done on the western side of the continent, over which great pains appear to have been taken.

No further record exists of any voyage to Western Australia until the year 1818, when the French Government dispatched Captain Freycinet in the corvette "Uranie" on a voyage of discovery and scientific investigation. In the course of this cruise Freycinet anchored in Shark Bay, of which M. Duperron made a minute survey, and upon which the French name "le Baie des Chiens Marins" was bestowed. He then proceeded along the north-west coast on his way to the islands in the South Seas, calling at Sydney on his return. Judging from the letters of M. Arago, one of the members of the expedition, the Western Australian coast failed to meet with their approval. "The coast," he says, "from the moment we saw it exhibited nothing but a picture of desolation; no rivulet consoled the eye, no tree attracted it; no mountain gave variety to the landscape, no dwelling enlivened it. Everywhere reigned sterility and death. . . . Threatening reefs, sometimes rising to the height of 40 or 50 ft., seem desirous of opposing the audacity of the mariner and forbidding his approach to this land, abandoned by Nature. Its outline is uniform, without breaks, almost without difference, and always very low. At the first view you take in an immense distance; but beware of looking for any enjoyment. The search would be merely wasting your strength, without finding the least relief." And in another letter:—"The sun sets: everything is dead. The myriads of flies that devoured

us have disappeared; no insect wings through the air; no voice disturbs the silence of this melancholy solitude; a sharp cold benumbs the limbs. The sun reappears: the air is again peopled; a consuming heat oppresses us; we seek repose and find nothing but fatigue. What a frightful abode!" All of which simply goes to prove M. Arago's inability to probe beneath the surface appearances.

The number of French expeditions that touched at one part or another of the western coast of Australia began to arouse something like suspicion in the English mind, and consequently the British Government started to take a livelier interest in that part of the continent. In 1817 the Admiralty decided to send an expedition to complete the survey of the whole coastline, and from that date until 1822 Lieutenant Philip Parker King was busily engaged carrying out that work. In pursuance of his instructions King left Sydney in December, 1817, in the cutter "Mermaid," of only 84 tons, having with him Mr. Allan Cunningham as botanist and as officers Lieutenants Bedwell and John Septimus Roe, the latter of whom afterwards became the first Surveyor-General of the colony. The first call was made at King George III. Sound, which was reached on the 20th of the following month. Here King remained ten days, which were spent in procuring wood and water and making various excursions into the surrounding country, giving Mr. Roe his first experience of what was afterwards to be his life's work—the survey of Western Australia. The usual directions laid down by the Admiralty about the planting of seeds were carried out, but without permanent effect, as three years later not a trace of the garden was to be found. Leaving the Sound, King was prevented by sickness among the crew from making any further examination until he reached the north-west coast. This was then accurately charted and various points named. At the same time excursions to the mainland were made at various places and friendly intercourse, wherever possible, established with the natives. On March 4 he anchored in Nickol Bay for the purpose of making researches and then went along the north coast and on to Timor, after leaving which he made all speed back to Sydney to replenish the stores. Two important questions had been set at rest by this voyage—the openings behind Rosemary Island and the nature of Van Diemen Gulf. Owing to the loss of the anchors King found it impossible to make a detailed examination of Exmouth Gulf or land upon Depuch Island, so favourably noticed by Péron. Many rivers, bays, and ports had been discovered, and the exploration of the interior had revealed good pastoral country. "Its thickly-wooded shores," says King, "bore a striking contrast to the sandy, desert-looking tract we had previously seen, and inspired us with

the hope of finding at some future time a still greater improvement of country between the two extremes."

The "Mermaid" left Sydney on the second voyage in May, 1819, and in the following September reached Cambridge Gulf, so named after the Duke of Cambridge. Here King thought he had made a great discovery, believing that it must terminate in a river of some kind. Instead of that he found it barren and useless, the surrounding country being devoid of vegetation, the soil sandy and salt, the water undrinkable, and the gulf itself tailing off on all sides into a series of mud flats. Within the gulf he discovered an island, named by him Adolphus Island, of which he was able to give a much more favourable account, as grass was growing luxuriantly over it and the water was fresh and abundant. Leaving

there he sailed westward along the north coast, examining and naming as he passed Sir Graham Moore Islands, Eclipse Islands (from an eclipse of the moon taking place while there), Vansittart Bay, Admiralty Gulf, and Port Warrender. At this point King decided to

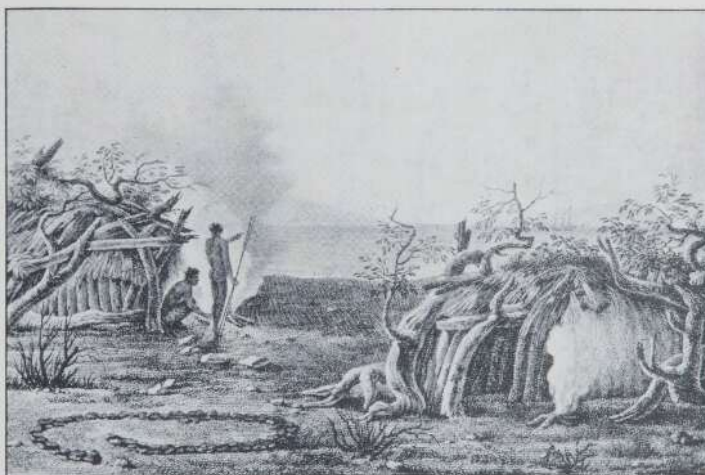
leave the coast for the time, the scarcity of water and the absence of provisions having caused sickness among the crew. He therefore set sail for Timor, and thence returned to Sydney, having examined on his trip a further 540 miles of the northern coastline. In the following year a third voyage was undertaken for the purpose of extending the survey to Warrender, and in the course of this York Sound (after the Duke of York), Careening Bay (where the ship was repaired), Prince Regent River, and many other places were named and examined. A serious leak in the cutter compelled King to abandon the work, and he again returned to Sydney, arriving there at the end of the year, having narrowly escaped shipwreck at the entrance to the Heads. Unfortunately, owing to the unseaworthiness of the cutter, the amount of work done on

this survey was but small. King's desire to complete his labour was, however, unabated, and in 1821 he again left Sydney for the north-west coast, this time in the brig "Bathurst," purchased for the purpose by the Government. With a larger vessel and an increased crew the expedition was much better equipped, and the commander was able to spend a longer time at the scene of his operations. The coast, as far down as Cape Latouche Treville, was examined and surveyed, after which King sailed across to the Mauritius to refit, returning at the end of 1821 to King George Sound. From there he sailed along the west coast, checking many points of previous surveys until he arrived at the Swan River, where he anchored for a while. Resuming his voyage he examined, with a good deal of accuracy, the intervening shore until

he reached the Abrolhos and finally Dirk Hartog Island. Here he landed and searched without success for Vlaming's plate, and then proceeded northward to Cape Leveque, thus practically completing the survey of the whole Western Australian coast from King George Sound to Wyndham,

with the exception of that part lying between Depuch Island and Cape Villaret. What Cook, Bass, and Flinders had done for the eastern and southern coasts King, following upon the earlier Dutch, French, and English navigators, had done for the western and northern, so that the Admiralty was in possession of fairly comprehensive charts of the whole Australian coastline.

With Lieutenant King the long line of discoverers may be said to have ended. Practically everything in the way of interior exploration had yet to be undertaken, but the few voyages that afterwards took place to these shores were in the nature of looking for satisfactory places of settlement rather than of discovering new territory, or else were for the purpose of checking and correcting existing surveys.



ABORIGINAL HUTS, WEST COAST (FROM "FREYCIER'S VOYAGE")



CHAPTER III.

ANNEXATION OF WESTERN AUSTRALIA.

Although the existence of the western side of the continent had been known for certainly two, and very probably three, centuries it was not until the third decade of the nineteenth century—some forty years after the foundation of the colony of New South Wales—that the British Government decided to take steps to found a settlement there. That the matter had not previously engaged the attention of the Home authorities was in all likelihood due to the unsatisfactory reports of the new territory brought back by navigators, who, confining themselves to the uninviting coastline, seemed to have neither the time nor the inclination to make any examination of the interior, and so missed the fertile inland districts. Neither was there at that period that congestion of population in the Old Country which made colonies necessary as outlets for her surplus people. The only inducement in those days to leave the comforts of civilization was the almost certain knowledge that fortune, rapid and large, was to be secured by a few years' exile. When, however, a strong suspicion began to gain ground that other nations were casting their eyes toward the southern seas the English people, with that profound belief that the Beatitude "Blessed are the meek, for they shall inherit the earth" was part of their country's constitution, began to realize that a few settlements on the eastern coasts were scarcely sufficient, in the opinion of others, to establish a claim to the whole of this vast continent as British territory. There is very little doubt that the settlements at King George Sound and the Swan River were in the first place due to the activity being displayed by the French in Australian waters.

It was rumoured that Admiral Baudin had contemplated a settlement at Western Port in Victoria in 1802, and an exhaustive examination of the north-west coast had, it will be remembered, been made by Freycinet in 1818. In 1825 we find that another expedition consisting of the "Thetis" and "Esperance," commanded respectively by De Bougainville and Du Camper, was cruising about the southern coast. These voyages gave rise to the strong suspicion that France, recognizing that maritime power depended greatly on the possession of suitable colonies, was looking for the opportunity to establish a settlement in Australia. The suspicion may have been further strengthened by a belief that in the minds of Frenchmen the Napoleonic dream of an Indian conquest had not, perhaps, altogether vanished. In that case a colony on the west coast of Australia would, in conjunction with the Mauritius, have formed a strategic base of some value. Such a colony would also have

been the means of introducing a formidable competitor into the trade relations then being fostered between India and the newly-established penal colony in New South Wales. Whatever the reasons may have been, there is no doubt that they were sufficient to move the English authorities to take action. The movements of the French were closely watched, and at the same time settlement both in Australia and New Zealand was pushed on, so as to deprive France of the chance of gaining any foothold on Australasian soil.

The fear of French annexation of the western and southern coasts caused General Darling, then Governor of New South Wales, to draw the attention of the Secretary of State for the Colonies to the possibility, and ask that steps be taken to avert it. "It will not be easy," he wrote, "to satisfy the French, if they are desirous of establishing themselves here, that there is any valid objection to their doing so on the west coast, and I therefore beg to suggest that the difficulty would be removed by a commission," proclaiming "the whole territory as within the Government." On March 1, 1826, Lord Bathurst addressed two despatches to Darling, informing him that two French vessels were reported to have sailed on a voyage of discovery, and suggesting that for fear the Frenchmen should attempt to take possession of or establish a claim to any part of the western coast of the continent, it would be advisable for the Governor to send an exploring party to Shark Bay. In one of these despatches—a private one—the Secretary of State was particularly careful to draw General Darling's attention to the fact that he had avoided any expressions which might, at some future time, be construed into an admission of there not having been a preoccupation by Great Britain, and the Governor was pointedly warned to regulate his language accordingly. This probably explains the absence of any public proclamation as to the intention of the Government to found a settlement. On March 11 Lord Bathurst again addressed Governor Darling upon the subject (and it is more than likely that the three despatches came from England by the same ship), instructing him to have an examination made of King George Sound in preference to Shark Bay. The reasons given were that the soil at the Sound was reputed to be richer, and that, situated as it was on the track of vessels passing between Sydney and London, communication could more easily be kept up with a settlement in that locality. In October, 1826, Governor Darling replied to these despatches. He stated that in his opinion King George Sound was unsuited "even for a penal settlement," but promised to make early arrange-

ments for having it examined and taken possession of. The country round Shark Bay he considered even worse; in fact, he had been given to understand that the adjacent coastlands were frequently under water. "The French," he added, "would therefore find it difficult to maintain themselves at either of those places."

However, without loss of time directions were given to fit out expeditions for the purpose of carrying into effect the instructions of the Home Government. Three sites for occupancy were determined upon — at Raffles Bay, Western Port, and King George Sound—and on November 9 H.M.S. "Fly," accompanied by the brigs "Amity" and "Dragon," sailed from Sydney to establish the settlements at Western Port and King George Sound. The contingent for the Sound was on the "Amity," and was under the command of Major Lockyer, of the 59th Regiment, who had with him Captain Wakefield and a detachment of the 39th Regiment, as well as twenty-four convicts. In the instructions given to Lockyer he was told "to avoid any expression of doubt as to the whole of New Holland being within this Government, any division of it which may be supposed to exist under the designation of New South Wales being merely ideal, and intended only with a view of distinguishing the more settled part of the country. Should this explanation not prove satisfactory it will be proper in that case to refer them to this Government for any further information they may require." If it should so happen that a landing had already been effected by the French "you will, notwithstanding, land the troops agreeably to your instructions, and signify that their continuance with any view to establishing themselves, or colonization, would be considered an unjustifiable intrusion on His Britannic

Majesty's possession." The departure of this expedition was notified to Lord Bathurst on November 24. The party arrived at King George Sound on Christmas Day, 1826, and on the morning of the 26th they landed and Lockyer proceeded to select a position for the settlement. Various situations were examined and discussed, but it was not until the 29th that a site was fixed, which is now occupied by the town of Albany. The exact spot where the British flag was hoisted, from which the

whole of Western Australia was claimed as belonging to the Crown, is unfortunately not precisely known. It was somewhere at the base of either Mount Clarence or Mount Melville, near both of which there still exist some indications of the early settlement. Very meagre information concerning the little colony is available beyond the diary kept by Major Lockyer during the first four months of its existence. From this we learn that the Sound was used largely by American and other sealers and whalers who plied their vocation among the islands along the south coast and as far up the western coast as Rottnest Island. With these Lockyer from time to time had a good deal of trouble owing to their ill-treatment of the natives. From the condition of the settlement in 1831, when the convicts were withdrawn and the establishment placed under the Swan River Govern-

ment, we may ascertain that very little progress was made during the four years of its existence. This was probably due to the fact that it was far removed from civilization and was wholly dependent for supplies and information upon occasional visits of ships from Sydney. The soil does not appear to have lent itself to such desultory attempts at cultivation as were carried on. The poor results from tillage may be gauged from the fact that on more than one occasion the colonists were



H. M. S. "SUCCESS."

reduced to privation owing to the delayed arrival of vessels with food supplies. Lockyer returned to Sydney in April, 1827, leaving Captain Wakefield in command. This officer was succeeded in turn by Captain Barker, who retained control until the convicts were withdrawn and the idea of a penal settlement abandoned. This took place by proclamation dated March 7, 1831. The withdrawal of the troops and convicts was due to various causes. One of the conditions laid down by the Government in 1828 regarding the then proposed settlement at Swan River was that no convicts were to be sent there. Those who entered upon the scheme did not consequently relish the presence of a convict establishment within the borders of the territory. Then the commission issued to Captain Stirling as Governor, and which was dated March 5, 1831, described the colony as that portion of Australia lying west of the 129th meridian of eastern longitude, and therefore a settlement under other control could scarcely continue to exist. Further, Governor Stirling wished to settle colonists in the southern portions of the State (as may be seen from part of a despatch to the Secretary of State dated January 30, 1830). In this he says:—"In obedience to instructions directed to me under date of December 30 I am desirous of attracting settlers to occupy the country in the southern districts of this territory, and I intend shortly to submit for public selection and occupation lands situated in the direction of King George Sound. At present a military post is maintained there, and which is under the command of General Darling. I therefore take the liberty to suggest that the present Commandant and his party should be removed, and the duties of that station be committed to an officer and a small party of soldiers from the detachment serving under the Officer Commanding the troops in this settlement." This course was approved by the Home authorities, and Stirling was informed in a despatch dated July 20, 1830, that General Darling had been so instructed. These instructions were carried out early in the following March, and on the 7th of that month, as stated above, the settlement at the Sound was brought under the control of the Western Australian Government. Meanwhile the French scare had become more pronounced in New South Wales by the arrival at Sydney in December, 1826, of the corvette "L'Astrolabe," which had spent almost the whole of the month of October at King George Sound. Just about that time, too, information arrived from London that the French Government had asked Lord John Russell what portion of Australia England considered to be included within the boundaries of her territory—a question to which Lord John gave the historic reply, "The whole." In Governor Darling's opinion these facts made the necessity for some definite British settlement on the west coast more insistent.

Fortunately the means of carrying his conviction into operation were available.

Reports had been received by the Secretary of State in England to the effect that the settlement founded at Melville Island on the northern coast in 1824 was unlikely to realize expectations. In consequence Lord Bathurst directed the Governor of New South Wales to send a man-of-war to the spot, with orders to the captain to remove the settlement, if necessary, to a more suitable site, preferably one further eastward. The man-of-war at Sydney when the despatch arrived was H.M.S. "Success," commanded by Captain (afterwards Sir James) Stirling. Governor Darling, so far as the records show, appears to have communicated Lord Bathurst's wishes to Captain Stirling in an informal, unofficial way, for the first intimation we have of their receipt is in the form of two letters from Stirling to the Governor, in the first of which—dated December 8, 1826—it was pointed out that the north-west monsoonal rains would interfere with the removal of the Melville Island settlement until after April; in the other—dated December 14—Stirling suggested that he should employ the ship during the interval in making an examination of the Swan River, which had been surveyed by the French in 1803-4. On December 18 the Governor informed Lord Bathurst that he had "acquiesced" in Stirling's proposal, "as it is of great importance that so advantageous a position should not be taken possession of by the French."

On January 17, therefore, the "Success," under command of Captain Stirling, and having on board Mr. Charles Fraser, the Colonial Botanist, left Sydney with a view of making up the French survey deficiencies and of examining thoroughly the country in the vicinity of Swan River. During the early part of the voyage she was accompanied by a cutter, whose sailing qualities, however, turned out to be inferior; consequently the vessels parted company, the smaller craft being instructed to make for King George Sound, for the settlement at which she was carrying provisions. On March 4 Stirling sighted land and rounded Cape Leeuwin. "The first appearance of the coast we were now to explore," he says, "presented nothing attractive; the monotony of its outline and the dusky hue of the meagre vegetation it supported at once accounted for the sterile and hopeless character attributed by early navigators to this region." On the following day Rottnest Island was reached and explored, and on March 6, 1827, the "Success" anchored off the South Head of Swan River. Early on the morning of the 8th Stirling started to carry out the real objects of the expedition, which were "to proceed, if possible, to the source of the river—to examine the banks and the depth of water, to fix on an eligible spot for a settlement, to ascertain the productions of the country,

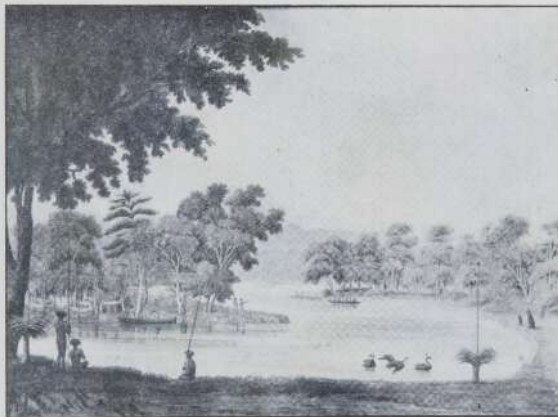
the nature of the soil, and the practicability of forming a harbour for shipping."

For the purpose of fulfilling these instructions the ship's gig and cutter were provisioned for a fortnight and well armed, after which, under the command of Captain Stirling, they proceeded up the river. Mr. Fraser formed one of the party. No difficulties were met with until they reached the flats above Heirisson Islands (the site of the present Perth Causeway), where the water was too shallow to float the boats, which had to be unloaded and drawn across. After that the way was tolerably easy, and on the 13th they arrived at what they deemed to be the source of the river.

"At daylight on the 13th," says Captain Stirling, "we were as usual in motion, and observed little variation in the appearance of the land as we ascended, except that the hills on the banks were higher and more frequent, and the soil upon them of a coarser description. They are here composed of a red sandstone, red clay, and an ochry loam, varying in colour between red, brown, blue, and yellow. The soil on the lowlands continued as good as ever. About an hour after starting we had the misfortune to stove the cutter on a sunken tree; lead and feurnought, however, speedily effected a cure, and we continued to pursue our course amid increasing difficulties from similar obstructions and from the decreasing width of the stream. The hills round us were high, and we ascended them with ease; but it was in vain that we sought a view of the country; we were the more disappointed because its character was evidently changing. At length, after several halts, we reached, about 11 o'clock, a spot where the river takes an eastern direction, just above a considerable creek on the left hand. We there found insurmountable obstructions to our further progress—in fact, we had reached the termination. Far beyond this there was the bed of a torrent, but no longer a river, nor even a continuation of water except in a succession of distant parts. Here, then, on a high bank we pitched our tent. The richness of the soil, the bright foliage of the shrubs, the majesty of the surrounding trees, the abrupt and red-coloured banks of the river occasionally seen, and the view of the blue summits of the mountains from which we were not far distant made the scenery round this spot as beautiful as anything of the kind I had ever witnessed."

During the course of the trip two gardens were planted about 15 miles up the river, and after some

trouble friendly intercourse was established with the natives. The soil along the banks was examined and an abundance of fresh water found. An ascent of the hills, to which the name General Darling Range was given, was made by Mr. Fraser. The cutter then returned to the ship, leaving the gig, with Lieutenant Belches in charge, to make a hurried examination of a tributary river (the Canning), to which the French had given the name of Moreau Inlet. After her return the crew of the frigate was employed surveying the islands of Rottneest, Berthollet (now Carnac), and Bûache, as well as the adjacent rocks. On Bûache a garden was planted (from which probably the present name Garden Island was derived) and some cattle and sheep left there. The "Success" sailed for Geographe Bay on March 21. Here Stirling remained until the 25th, when he set his course for King George Sound, which was reached on April 2. He remained at the settlement, which did not come up to his expectations, until two days later, when he left for Sydney, arriving in Port Jackson on the 15th of the same month, having been absent about three months.



THE SWAN RIVER (FROM A PAINTING BY J. W. HIGGINS, 1827).

So far as their reports go, both Captain Stirling and Mr. Fraser seem to have been greatly impressed with the possibilities of the newly-examined country. The latter, who had certainly greater experience in judging, was if possible the more pronounced in his good opinion, and there is no doubt that his opinion was largely relied upon when the question of colonization was under discussion. In concluding his report upon the natural history, soil, etc., of the Swan River district he says:—

In delivering my opinion on the whole of the lands seen on the banks of the Swan, I hesitate not in pronouncing it superior to any I have seen in New South Wales eastward of the Blue Mountains, not only in its local situation, but in the many existing advantages which it holds out to settlers, *viz.*—

- 1st. The evident superiority of the soil.
- 2nd. The facility with which settlers can bring their farms into a state of culture from the open state of the country, the trees not averaging more than ten to the acre.

- 3rd. The great advantage of fresh-water springs of the best quality, and consequent permanent humidity of the soil—two advantages not existing eastward of the Blue Mountains.
- 4th. The advantage of water carriage to their own doors and the non-existence of impediments to land carriage.

These favourable reports so impressed General Darling that he forwarded, on April 21, 1827, a despatch in which he strongly advised the Home Government to establish a settlement at Swan River as quickly as possible. In this despatch he points out:—

Assuming that the calculations of the periods necessary to make the respective voyages to and from India and other parts are correctly stated, Swan River would appear to hold out advantages highly deserving attention. A convalescent station might be established there, as proposed by Captain Stirling, for the sick and invalids from India, instead of sending them at once to England. A passage of thirty days, the period stated in the report as necessary for vessels to go from India to Swan River, is inconsiderable in comparison with the length of time required to make the voyage to Europe, and at Swan River the advantages to an invalid in point of climate would, I have no doubt, be greater than in England. The establishment, however, if to any extent, must be effected directly from England or India, totally independent of this colony, Swan River being too remote and the voyage too uncertain to admit of its depending on this place for its supplies. It will be seen by the report that Captain Stirling considers that Swan River possesses all the advantages with references to the trade with the Eastern Islands, which attach to Melville Island, or any part of the north-west coast of this territory. Among the natural advantages of the Swan River, it will be observed that good water is abundant. The country is, besides, favourable for cultivation, the soil in general being excellent, some specimens of which, and of the natural productions of the country, I do myself the honour to forward to Your Lordship by this opportunity. And the scenery is represented as at once grand and picturesque.

It is much to be regretted that the water at the entrance of Swan River is not of a greater depth, there being only about 6 ft. for a mile above its mouth. More particularly as Melville Water, through which it flows, appears to be a commodious and magnificent basin. Nautical men can, however, best determine whether the advantages of the external anchorages of Gage Roads and Cockburn Sound are likely to compensate for the inconvenient nature of the river. As Captain Stirling's visit to Swan River

may attract attention and the report find its way into the French papers it appears desirable, should His Majesty's Government entertain any intention of forming a settlement at that place, that no time should be lost in taking the necessary steps.

This recommendation appears to have been conveyed to England by Captain Stirling in person. After consideration the Government decided to give effect to it, and to Stirling was entrusted the charge of organizing the expedition.

In the meantime, while preparations were being made in England for the establishment of the colony, instructions were sent to Commodore Schomberg, of the Indian Squadron, to take possession of the territory. In pursuance of these orders Captain Charles Fremantle, of H.M.S. "Challenger," was detailed for the purpose, and on May 2, 1829, he anchored off the mouth of the Swan, and hoisting the British flag on the South Head took formal possession, in the name of H.M. George IV., of "all that part of New Holland which is not included within the territory of New South Wales."

Thus the principal reason for the establishment of Western Australia was the fear entertained both in England and New South Wales that France had formed the intention of occupying a portion of the continent. A few years later it was admitted that such fears were groundless. The French expeditions had all one of two objects in view—the advancement of science or the discovery of the fate of La Pérouse. The Earl of Ripon in 1833, writing in reference to the matter, said:—"The present settlement at Swan River owes its origin, you may perhaps be aware, to certain false rumours which had reached the Government of the intentions of a foreign power to establish a colony on the west coast of Australia. The design was for a time given up entirely on the ground of public economy, and would not have been resumed but for the offer of a party of gentlemen to embark in an undertaking of this nature, at their own risk, upon receiving extensive grants of land, and on a certain degree of protection and assistance for a limited period being secured to them by this Government."

## CHAPTER IV.

### COLONIZATION AND EARLY SETTLEMENT.

The English Government having decided, as we have seen in the preceding chapter, to proceed with the settlement at Swan River it became necessary to draw up the conditions under which the new colony was to enter upon its existence. It is more than probable—in fact, according to Lord Derby's statement it is certain—that the framing of these conditions was both in-

fluenced and expedited by a proposal made by a syndicate consisting of Mr. Thomas Peel (a relative of Sir Robert Peel, the then Home Secretary), Sir Francis Vincent, Mr. E. W. H. Schenley, and Colonel T. Potter Macqueen. These gentlemen appear to have been led to formulate their scheme through the favourable reports of the country given by Captain Stirling. By a

memorial dated November 4, 1828, they offered to send out and settle in the neighbourhood of the Swan River 10,000 persons chosen from England, Scotland, and Ireland, and to find them in provisions and other necessaries usually allowed to emigrants; also to bring to the settlement 1,000 head of horned stock, and to arrange for three small vessels to run subsequently between Sydney and Swan River as occasion might require, the undertaking to be completed within four years. In payment of their expenses, which they estimated at £30 per head of the people taken out, they expressed themselves willing to take grants of land at a valuation of 1s. 6d. per acre, and they further promised to provide proper surveyors for the purpose of allocating to every male not less than 200 acres of land from the quantity they were to receive. The objects of the proposed scheme were stated in the memorial in the following terms:—

"It is well known that the soil of Swan River, from its moist state, is better adapted to the cultivation of tobacco and cotton than any other part of Australia. Both of these articles are intended to be cultivated upon a large scale; as also sugar and flax, with various important articles of drugs that the climate is peculiarly adapted to the growth of.

"The undersigned [the members of the syndicate] are satisfied that should they succeed in sending home to the Mother Country that produce which at this moment the Government are indebted to powers which it would be their policy to suppress, were they in a condition so to do, they will have forwarded not alone the views of His Majesty's Government, but effected a national good which neither time nor circumstances can erase from the annals of British history.

"Their grazing operations will go very extensively into the rearing of horses for the East India trade, with the most important establishment of large herds of cattle and swine, for the purpose of supplying His Majesty's or other shipping with salt provisions, as the proximity of salt mines, of the best description, holds out a great inducement towards its success."

The English Government looked favourably upon

the proposals, but was not inclined to accede to the whole of the requests made by the syndicate. After some delay through further correspondence the following reply to the memorial was sent by the Colonial Office to Mr. Peel on December 6, 1828:—

"I am directed by Secretary Sir George Murray to acquaint you, in answer to your memorial dated the 14th of last month, that the terms upon which the free grants of land will be made in the proposed settlement of Western Australia are those contained in the paper, a copy of which I enclose. His Majesty's Government, however, are desirous that the experiment should not be made, in the first instance, upon a very large scale, on account of the extensive distress which would be occasioned by a failure in any of the objects expected from the undertaking; and they therefore consider it their duty to limit the grant which you request to a maximum of 1,000,000 acres. Half a million of these will be allotted to you as soon as possible after the

arrival of the first vessel taken out by you, which may contain not less than 400 persons of both sexes, in the proportions of not less than five female to six male settlers; and if you shall have covered this grant by investments, in accordance with the enclosed terms, before



THE SETTLEMENT, KING GEORGE SOUND, 1828

the expiration of the year 1840 the remaining 500,000 will be allotted to you by degrees, as fresh importations of settlers and capital shall be made, in accordance with the terms already mentioned. But in order that you may suffer no ultimate loss by any reasonable retardation of your investments, His Majesty's Government intend that the allowance of 40 acres for every £3 invested shall not be reduced on your second 500,000 acres, although your claim to such second 500,000 may not arise before the expiration of next year, which is the period limited to other settlers applying for free grants. But they will reserve your claim at the original rate of 1s. 6d. per acre until the expiration of the year 1840, after which time no part of your grant will be held binding upon which the whole required sum of 1s. 6d. per every acre shall not have been actually invested. A convenient allotment of land will be reserved for the town and harbour, for public buildings, and

for the accommodation of future settlers; and a priority of choice to the extent of 100,000 acres will be allowed to Captain Stirling, whose surveys and reports of the coast have led to the formation of the settlement. The remaining land will be chosen by the settlers in the order of their arrival, those who arrive together drawing lots for the priority of choice."

The enclosure referred to was a circular dated December 5, setting forth the terms upon which the Government was prepared to assist colonists. This circular was worded as follows:—

"Although it is the intention of His Majesty's Government to form a settlement on the western coast of Australia the Government do not intend to incur any *expense* in conveying settlers or in supplying them with necessaries after their arrival.

"Such persons, however, as may be prepared to proceed to that country, at their own cost, before the end of the year 1829, in parties comprehending a proportion of not less than five female to six male settlers, will receive grants of land in fee simple (free of quit rent) proportioned to the capital which they may invest upon public or private objects in the colony to the satisfaction of His Majesty's Government at home, certified by the Superintendent or officer administering the Colonial Government, at the rate of 40 acres for every sum of £3 so invested, provided they give previous security; first, that all supplies sent to the colony, whether of provisions, stores, or other articles which may be purchased by the capitalists there, or which shall have been sent out for the use of them or their parties on the requisition of the Secretary of State, if not paid for on delivery in the colony, shall be paid for at home, each capitalist being held liable in his proportion, and, secondly, that in the event of the establishment being broken up by the Governor or Superintendent, all persons desirous of returning to the British Islands shall be conveyed to their own home at the expense of the capitalists by whom they may have been taken out. The passages of labouring persons, whether paid for by themselves or others, and whether they be male or female, provided the proportion of the sexes before mentioned be preserved, will be considered as an investment of capital, entitling the party by whom any such payment may have been made to an allowance of land at the rate of £15—that is, of 200 acres of land for the passage of every such labouring person over and above any other investment of capital.

"Any land thus granted which shall not have been brought into cultivation or otherwise improved or reclaimed from its wild state, to the satisfaction of Government, within twenty-one years from the date of the grant shall, at the end of the twenty-one years, revert absolutely to the Crown.

"All these conditions with respect to *free* grants of land, and all contracts of labouring persons and others who shall have bound themselves for a stipulated term of service, will be strictly maintained.

"It is not intended that any convicts or other description of prisoners be sent to this new settlement.

"The government will be administered by Captain Stirling, of the Royal Navy, as Civil Superintendent of the settlement; and a Bill, in the nature of a civil charter, will be submitted to Parliament in the commencement of its next session." (Dated, December 5, 1828.)

The letter of December 6 and the enclosed conditions, which were those offered to the public at large, failed to meet with the approval of the members of the syndicate. Their original request, it will be noted, of 4,000,000 acres was cut down to a maximum of 1,000,000, and even that was subject to conditions. The priority of choice of land over all other settlers, Captain Stirling alone excepted, was not approved. The situation therefore differed from that which held good at the time they agreed to undertake the scheme, and ultimately all the members drew out with the sole exception of Mr. Peel, whose faith in the matter was so great that on January 28 he informed the Government that he was desirous of carrying on and completing the project by himself, on the terms approved by the Colonial Office for the syndicate. To this the Secretary of State consented.

In the meantime new regulations, not quite so favourable, had been issued on January 13, 1829, allowing only ten years, instead of twenty-one as originally set forth, for bringing the land under cultivation. By a special concession, however, this part of the regulations was held not to apply to Mr. Peel.

Under these new regulations invested capital was to comprise stock of every description, all implements of husbandry and other articles applicable to the purposes of the productive industry or necessary for the establishment of the settler on the land where he was to be located, and the amount of any half-pay or pension received from the Government. Under the word "person" no child under ten years of age was to be included, but 40 acres were allowed for every child under three years of age, 80 for every child under six, and 120 for every child exceeding that but under ten. The fee simple of the land was not to be granted in any case until 1s. 6d. per acre had been expended in cultivation or permanent improvement. At least one-fourth of the land was to be reclaimed from its wild state within three years or a fine of 6d. per acre incurred; and if nothing had been done at the end of ten years in all the whole was to revert to the Crown. These conditions were to hold only until the end of 1830.

The Government agreed to bear the cost of the civil and military officers necessary, but allowed them to take land in lieu of pay.

These conditions seem to be liberal enough to have ensured success to any capably-managed expedition. Yet that was not the result of Mr. Peel's project. Although anticipating somewhat, it may be advisable to complete the story. The first shipment of immigrants and stock, under the charge of Mr. Peel, arrived in the colony toward the end of 1829. Owing to lack of management on the part of the promoter, and to his failure to provide those whom he had brought with food and clothing according to his contract with them, most of them deserted and struck out for themselves. In fact, almost from the date of their landing it was evident that the project was doomed to failure. Beyond merely bringing the people out Peel failed to fulfil any of the conditions of his agreement with the Government, and in consequence endless litigation ensued. Finally, on September 25, 1834, he made formal application to the Governor for a grant of 250,000 acres of land on conditions of general improvement.

In compliance with this request he was granted on November 25 following the fee simple of the land now known as Cockburn Sound Location 16, "in consideration of certain location duties performed to the satisfaction of Governor Stirling." Here he settled down in solitary grandeur, an embittered and disappointed man, doing little or nothing to improve his vast estate, and died at Mandurah some thirty years later in comparatively indigent circumstances.

Apparently a second proposal to establish a settlement in Western Australia was made about the same time, with abortive results, by Mr. Nathaniel Ogle. In his work "The Colony of Western Australia," published in 1839, he says:—"The writer in 1828-9 was desirous, from private information he had received, to emigrate, with nearly 1,000 well-selected companions, to Leschenault and La Vasse. A frigate of nearly 1,700 tons, built at Archangel for the Greeks, was selected. The capital ready was ample. It was deemed necessary to require the use of the ship on the

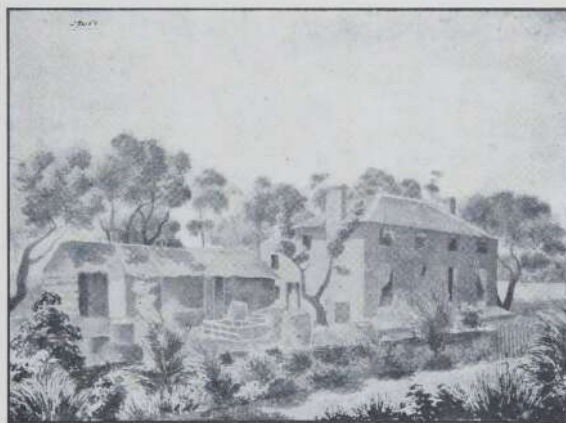
coast for three years to supply the colony with labourers, cattle, and provision. The Government, after much correspondence, refused them permission to use their ship for that period because she was *foreign built*; which caused the expedition to be abandoned—to his great and lasting regret."

Concurrently with the negotiations with private parties the Government pushed on the official arrangements for the inception of the new colony. Owing to the personal knowledge of the country which he possessed and the enthusiasm he showed in advocating its claims it was felt that the administration could not be entrusted to any other than Captain Stirling. A Scotchman by birth and a naval officer of many years' standing, he had gained a good deal of colonial experience in the colony of New South Wales, and had been instrumental

in forming the settlements in the north and south of that territory. He was therefore peculiarly fitted to undertake the duties attendant upon the control of the new venture. At first it was a matter of consideration whether he should be merely a Civil Superintendent or should have the larger powers of a Lieutenant-Governor. By the time the conditions of settlement were laid down the latter title was decided upon as being the more suit-

able, and it was also decided to award him a priority of choice of 100,000 acres as some recompense for the services he had already rendered. This consisted of the whole of Garden Island, with the exception of such portions as might be required for Crown purposes, together with sufficient land in the neighbourhood of Cape Naturaliste necessary to make up the full grant.

At the time he received no definite commission as Lieutenant-Governor. In place of that he received a letter of appointment and instruction which was dated December 30, 1828, and which held good for something over two years, until, in fact, March 5, 1831, when the first commission was issued appointing him Governor and Commander-in-Chief of Western Australia. The reason for the adoption of this course was explained in a despatch forwarded to Stirling by the Secretary of



HOUSE OF COLONIAL CHAPLAIN, REV. J. B. WITTENOOM, PERTH, 1832  
(FROM ORIGINAL SKETCH BY HIMSELF.)



State for the Colonies at the same time as the letter of appointment. This document clearly laid down the course to be followed in establishing the new settlement, and has such an important bearing upon the genesis of the State that we reprint the full text of it:—

It having been determined by His Majesty's Government to occupy the post on the western coast of New Holland, at the mouth of the river called "Swan River," with the adjacent territory, for the purpose of forming a settlement there, His Majesty has been pleased to approve the selection of yourself to have the command of the expedition appointed for that service, and the superintendence of the proposed settlement.

You will accordingly repair, with all practicable dispatch, to the place of your destination, on board the vessel which has been provided for that purpose.

As Swan River and the adjacent territory are not within the limits of any existing colony, difficulties may easily be anticipated in the course of your proceedings, from the absence of all civil institutions, legislative, judicial, or financial.

Until provision can be made in due form of law for the Government of the projected colony the difficulties to which I refer must be combated, and will, I trust, be overcome by your own firmness and discretion.

You will assume the title of Lieutenant-Governor, and in that character will correspond with this department respecting your proceedings and the wants and prospects of the settlement you are to form.

Amongst your earliest duties will be that of determining the most convenient site for a town to be erected as the future seat of government.

You will be called upon to weigh maturely the advantages which may arise from placing it on so secure a situation as may be afforded on various points of the Swan River, against those which may follow from establishing it on so fine a port for the reception of shipping as Cockburn Sound is represented to be; and more effectually to guard against the evils to be apprehended from an improvident disposal of the land in the immediate vicinity of the town, you will take care that a square of three miles (or one thousand nine hundred and twenty acres) is reserved for its future extensions; and that the land within this space is not granted away (as in ordinary cases), but shall be held upon leases from the Crown, for a term not exceeding twenty-one years. You will, from the commencement of the undertaking, be observant of the necessity of making out and reserving, for public purposes, all those peculiar positions within or in the vicinity of the projected town which, from natural advantages or otherwise, will probably be essential to the future welfare of the settlement. In laying the foundations of any such town care must be taken to proceed upon a regular plan, leaving all vacant places which will in future times be required for thoroughfares and as the sites of churches, cemeteries, and other public works of utility and general convenience.

You will cause it to be understood that His Majesty has granted to you the power of making all necessary locations of land. For your guidance in this respect ample instructions will, at a future period, be prepared. In the meantime I enclose a copy of the instructions of the Governor of New South Wales on this subject, to which you will adhere as closely as circumstances will admit.

You will bear in mind that in all locations of territory a due proportion must be reserved for the Crown, as well as for the maintenance of the clergy, support of establishments for the purposes of religion, and the education of

youth; concerning which objects more particulars will be transmitted to you hereafter.

I think it necessary also to caution you thus early (as land on the sea or river side will naturally be the first to be located) that you must be careful not to grant more than a due proportion of sea or river frontage to any settler. The great advantages to be derived from an easy water communication will, of course, not escape your consideration, and this advantage should be divided amongst as many settlers as can conveniently benefit by their position in the vicinity.

In regard to the surveys and explorations of the country, which you may think it right to set on foot, it is perhaps premature to give you any instructions upon a point when so much must be left to your own discretion and intelligence as to the nature of the soil and of the country which you may obtain on the spot; looking, however, to the future prospects of the settlement and the advantages of its local position I should be inclined to think that it will be expedient to make the country south of Swan River the scene of your labours, rather than the tract of country north of that stream, and that you will do well to invite the settlers to locate themselves according to this suggestion.

You will endeavour to settle, with the consent of the parties concerned, a court of arbitration for the decision of such questions of civil rights as may arise between the early settlers, and until a more regular form of administering justice can be organized.

You will recommend, by your counsels and example, the habitual observance of Sunday as a day of rest and public worship, as far as may be compatible with the circumstances in which you may be placed.

With these few and general instructions for your guidance, assisted by the oral and written communications which have taken place between yourself and this department, you will, I trust, be able to surmount the difficulties to which you may be exposed at the outset, enhanced as they will be by the want of any regular commission for administering the Government.

An instrument of that nature, accompanied with all the requisite instructions, will be transmitted to you as soon as the indispensable form of proceeding in such cases will allow.

Upon receipt of these instructions Captain Stirling at once set about the preparations for inaugurating the settlement. Stores and other requirements of value in the undertaking were rapidly got together and the civil officers necessary for the control and government were chosen and appointed. These on the whole were admirably suited for the task of colonization. The Colonial Secretary, Mr. Peter Brown, was a man who already possessed administrative experience; the duties of harbourmaster were entrusted to Commander M. J. Currie, a naval officer of long standing; Dr. Charles Simmons was the medical officer, Mr. James Drummond the botanist and naturalist, and Mr. James Morgan the storekeeper, a position of no little moment in the new settlement. The most important office after that of Lieutenant-Governor was unquestionably that of Surveyor-General. This was conferred upon Lieutenant (afterwards Captain) John Septimus Roe, who had previously gained an intimate knowledge of the Western Australian coastline during the expeditions of

Lieutenant King in 1818-22. The officers and artificers were engaged at rates of salary and wages approved by the Secretary of State for the Colonies, Sir George Murray. In the matter of securing artificers some difficulty was encountered, and only three were obtained in time to leave by the first ship.

The "Parmelia," a vessel of 449 tons register, Captain J. H. Luscombe, was chartered to convey the officials and their families, with the necessary supplies, to the Swan River, and H.M.S. "Sulphur" was commissioned for the purpose of transporting thither a detachment of the 63rd Regiment, which, under the command of Captain F. C. Irwin, had been detailed for the security and protection of the new settlement.

The necessary preparations being completed, the "Parmelia" sailed from Spithead on February 6 with the following list of passengers—the first band of colonists to make a home in the new settlement of Western Australia:—

Names.	Designations.	Ages of Children.
Capt. Stirling, R.N.	Lieut.-Governor	—
Mrs. Ellen Stirling	—	—
Andrew Stirling	—	3 years
Wm. Stirling	His nephew	—
Geo. Mangles	—	—
Geo. Elliot	—	11 years
Thos. Blakey	—	—
Sarah Blakey	—	—
John Kelly	—	—
Elizabeth Kelly	—	—
James Morgan	—	11 years
Mr. P. Brown	Col. Secretary	—
Mrs. Caroline Brown	—	—
MacBride Brown	—	2 years
Ann Brown	—	6 months
Richard Evans	—	—
Margaret McLeod	—	—
Mary Ann Smith	—	—
Mr. James Morgan	Storekeeper	—
Mrs. Rebecca Morgan	—	—
Rebecca Morgan	—	12 years
Ann Shipsey	—	—
Patrick Murphy	—	—
Commander M. J. Currie, R.N.	Harbourmaster	—
Mrs. Jane Currie	—	—
Frederick Ludlow	—	—
Mildred Kitts Ludlow	—	—
Jane Fruin	—	—
Mr. Jno. S. Rowe	Surveyor	—
Mrs. Matilda Rowe	—	—
Chas. D. Wright	—	—
Mr. Hy. C. Sutherland	Assistant Surveyor	—
Mrs. Ann Sutherland	—	—
Mr. W. Shilton	Clerk to Col. Sec.	—
Mr. Jas. Drummond	Agriculturist	—
Mrs. Sarah Drummond	—	—
Thomas Drummond	—	18 years
Jane Drummond	—	16 years
James Drummond	—	15 years
John Drummond	—	13 years
Johnson Drummond	—	9 years
Euphemia Drummond	—	3 years
Elizabeth Gamble	—	—
Mr. Chas. Simmons	Surgeon	—
Mr. Tully Daly	Assistant Surgeon	—

Names.	Designations.	Ages of Children.
Mrs. Jane Daly	—	—
Jessie Jane Daly	—	8 years
Joseph T. Daly	—	6 years
Hy. Jno. Daly	—	4 years
Edwd. N. Daly	—	2 years
Eliza Rose Daly	—	2 months
Jas. Elliott	—	—
Alex. Fandam	Cooper	—
Mary Fandam	—	—
Wm. Hoking	Artificer	—
Mary Hoking	—	—
Jno. Hoking	—	14 years
Wm. Hoking	—	12 years
Mary Hoking	—	10 years
Thos. Hoking	—	8 years
David Hoking	—	6 years
Chas. Hoking	—	2 years
Thos. Davis	Smith	—
Catherine Davis	—	—
Jno. Davis	—	3 years
Charlotte Davis	—	2 years
John Davis	His nephew	13 years
James C. Smith	Boatbuilder	—
Sarah Smith	—	—

On the 9th she was joined by H.M.S. "Sulphur" from Plymouth with the detachment of soldiers on board, and the two vessels sailed in company for their destination, with hope strong in the hearts of all that the mission would result in a further successful expansion of the Empire of Great Britain.

Shortly after the departure of the expedition a Bill was presented to the English Parliament "relative to the government of His Majesty's settlements in Western Australia on the western coast of New Holland." This was passed on May 14 by 10 Geo. IV., c. 22, and provided that the King, with the advice of the Privy Council, might make, or might authorize any person or persons resident in the colony to make, such laws and ordinances as might be necessary for the peace, order, and good government of His Majesty's subjects within the settlement; that such laws, orders, etc., be laid before both Houses of Parliament as soon as practicable thereafter; that no part of the colonies of New South Wales and Van Diemen Land was to be included in the new colony or settlements; and that the Act was to continue in force until the end of 1834. This period of continuance was extended by various Acts from time to time until it was formally repealed by the passage of 13-14 Vict., c. 59 (to which reference will be made in due course), which dealt with the government of the whole of the Australian colonies.

Meanwhile the two vessels were proceeding on their way. Nothing of any moment occurred until they reached Cape Town. There, through an unfortunate accident, Dr. Daly (the Assistant-Surgeon for the colony) and his eldest daughter were drowned while returning to the ship from the shore. After remaining in Table Bay for about a fortnight, during which some

necessary repairs to the "Sulphur" were effected, the expedition left that port on April 30 for the Swan River. The warship, possessing poorer sailing qualities, was unable to keep up with the "Parmelia," which proceeded on her course as rapidly as circumstances allowed in order to reach her destination before the wet season was too far advanced. During this latter part of the voyage the Lieutenant-Governor made all necessary arrangements for the administration and control of the settlement, so that as little time as possible might be lost after arrival in the organization of the Government. Instructions were issued to the Civil officers, giving in detail the necessary directions for the management of their departments. On May 16 a document was issued constituting, without salary, a "Board of Counsel and Audit in the management of the property of the Crown, and of public property within the settlement." The members of the Board were Commander Currie, Lieutenant Roe, and Mr. William Stirling. Among the other duties assigned to this Board was that of valuing the stock and other property brought by colonists, so that the proper amount of land might be allotted to them. On the same date Mr. James Drummond was appointed as Superintendent (honorary) of Government farms and gardens, Mr. G. W. Mangles as Superintendent of Government Stock, Mr. H. W. Reveley as Civil Engineer, Mr. William Stirling as Registrar, and Mr. H. C. Sutherland as Assistant Surveyor. In most cases no salary was attached to the appointment; a lack that was afterwards remedied. On the first of June land was sighted, and on the following day the "Parmelia" moved toward an anchorage in Cockburn Sound. In doing so she grounded on a bank between Carnac Island and the mainland, and was extricated only after considerable difficulty and no little damage by the exertions of the crew of H.M.S. "Challenger," which had remained at Swan River to protect the flag until the settlers arrived. The winter season having commenced, and the weather being boisterous and stormy, Captain Stirling decided to land on Garden Island and there erect necessary buildings to protect the stores. On June 8 H.M.S. "Sulphur" put in an appearance, but it was not until the 17th that the detachment could disembark on the mainland and relieve the crew of the "Challenger." This ship then determined to sail for India, but was prevented from doing so through the services of her artificers being required for the purpose of repairing the "Parmelia," which had been rendered unseaworthy through grounding on Parmelia Bank. It was not until August 28 that H.M.S. "Challenger" finally departed, leaving H.M.S. "Sulphur" as protection for the settlement.

On June 18 Captain Stirling and party landed on the mainland at Rous Head and issued the following

proclamation, thus effecting the actual settlement of Western Australia:—

PROCLAMATION.

By His Excellency James Stirling, Esquire, Captain in the Royal Navy and Lieutenant-Governor of His Majesty's Settlement in Western Australia:

Whereas His Majesty having been pleased to Command that a Settlement should forthwith be formed within the Territory of "Western Australia," and whereas with a view of effecting that Object an Expedition having been prepared and sent forth, and in Accordance with His Majesty's Pleasure the Direction of the Expedition and the Government of the proposed Settlement having been confided to me, and whereas in Pursuance of the Premises Possession of the Territory having been taken, and the Settlement therein being now actually effected, I do hereby make the same known to all Persons whom it may concern, willing, and requesting them duly to regulate their conduct with reference to His Majesty's Authority, represented in me, as good and loyal subjects ought to do, and to obey all such Legal Commands and Regulations, as I may from time to time see fit to enact, as they shall answer the contrary to their Peril.

And whereas by the Establishment of His Majesty's Authority in the Territory aforesaid, the Laws of the United Kingdom as far as they are applicable to the Circumstances of the Case, do therein immediately prevail and become security for the Rights, Privileges, and Immunities of all His Majesty's Subjects found or residing in such Territory, I do hereby caution all to abstain from the commission of Offences against the King's Peace or the Laws of the Realm upon pain of being arrested, prosecuted, convicted, and punished in the same manner and to all Intents and Purposes as is usual in similar offences committed in any other Part or Parts of His Majesty's Dominions subject to British Law.

And whereas for the aids of Justice and the preservation of Peace I may hereafter see Occasion to nominate and appoint a properly qualified Person to execute the Office of Sheriff of the Territory, having under his direction responsible individuals filling the Offices of High Constable, Constables, Bailiffs, and Surveyors of High Ways. And whereas I may hereafter see occasion to issue a Commission to certain discreet Persons to proceed to the Cognizance of Offences against the Laws; to hear and determine Complaints of Injury; to commit Offenders for further trial to the Custody of the Sheriff; and to conduct themselves in the execution of their Office according to such mode of proceeding as Justices of the Peace may lawfully adopt; I here command and require that due obedience and respect be shewn to all such Persons in their several Places and Jurisdictions.

And whereas the Protection of Law doth of Right belong to all people whatsoever who may come or be found within the Territory aforesaid, I do hereby give Notice that if any Person or Persons shall be convicted of behaving in a fraudulent, cruel, or felonious Manner towards the Aborigines of the Country, such Person or Persons will be liable to be prosecuted and tried for the Offence, as if the same had been committed against any other of His Majesty's subjects.

And whereas the safety of the territory from invasion and from the attack of hostile native tribes may require the establishment of a Militia Force which on emergency may be depended on to assist His Majesty's regular troops in the defence of the laws and property of the inhabitants of the Territory, and moreover the Efficiency of such an armed body, depending wholly on its Organization, Discipline, and Preparation for service, all male persons whatsoever, between the ages of 15 and 50, are hereby required to enrol themselves in the Muster roll of the Militia of the Country in which they may reside, and to observe that the days for Muster and Exercise, and the Names of the Officers whom

I may see fit to appoint to command them will be duly notified, and that on proof of their Disobedience to such officers or of negligent performance of the Duties required of them, they will be subject, in the Absence of Martial Law, to a pecuniary fine and to Imprisonment until the same shall be liquidated.

And whereas His Majesty having been graciously pleased to confide to me the Power to make all necessary Locations, and to grant unoccupied Lands within the aforesaid Territory under such Restrictions as are or may be contained in the several Instructions issued or to be issued to me by Authority of His Majesty's Government, I do hereby give Notice that the Conditions and existing Regulations under which Crown Lands will be granted will be exhibited to Public Inspection at the Offices of the Secretary to Government, and of the Surveyor of the Territory, subject to such alterations and amendments as may from time to time be ordered, and all Persons desirous of obtaining Lands or of becoming settlers for any other purposes in this Territory, are, as soon as may be practicable after their arrival in this Settlement, to appear at the Office of the Secretary to Government, and there to make application for Permission to reside in the Settlement, and all Persons found at large without having obtained such Permission will render themselves liable to be committed to Custody, and all Persons in like Manner who may intend to quit the Colony are to give a week's Notice of their Intentions to depart, upon pain of being liable to be apprehended and detained and of rendering the Master of the Ship in which they may be about to depart subject to a Fine as set forth by the Port Regulations.

God save the King!

Given under my hand and seal at Perth this 18th day of June, 1829.

L.S. JAMES STIRLING,  
Lieutenant-Governor.

By His Excellency's Command,  
Peter Brown,  
Secretary to Government.

The proclamation was published both on the mainland (by Captain Irwin) and on Garden Island, and on the same day orders were issued confirming the appointments (all of them without salary) which had been made in the course of the voyage.

The strong winds and rough seas consequent upon the season of the year made regular and continual communication with the mainland both difficult and dangerous. It was therefore deemed wise to postpone the work of erecting the permanent settlement, and in the interval temporary buildings to house the colonists and stores were erected on Garden Island, some of which continued in occupation even after the removal of the settlement, as it was thought safer to house the bulk of the stores on the island, bringing them across from time to time as necessity required. A portion of the scrub was also cleared, and the seeds brought from England and the Cape were planted, so that, though late, they might have the advantage of the portion of the season still remaining.

During the month of July two exploring parties were sent out in order to secure all the information possible concerning the districts within easy reach of the Swan River. The first of these, under the control of Lieutenant Henry, of the "Challenger," proceeded to discover the source of the Canning River and to

examine the country lying between the mountains and the sea. The party followed the river for a distance of 100 miles and found that, with trifling exceptions, the soil was well adapted to agriculture. The second expedition, under Commander Currie, explored the country south and south-east of the Swan for a distance of about ten miles, finding a river and several fresh water lakes, and further extending the area of possible cultivation.

Meanwhile Captain Stirling and his officers, having decided to found two towns, one at the mouth of the river to serve the purposes of a seaport and one farther inland as the seat of government, landed on the mainland to select suitable sites. That for the port was quickly chosen on the south bank of the Swan at its mouth, and was named Fremantle in honour of the captain of the "Challenger." The other selection proved more difficult, but after closely following the course of the Swan for some miles they finally fixed upon a spot just above the junction of the Swan and the Canning, as the best position for the seat of government, to which they gave the name of Perth, possibly out of compliment to the Secretary of State for the Colonies and to the Lieutenant-Governor, both of whom were sons of Caledonia, and possibly because the contour of the country just at that point was not unlike that of the ancient capital of Scotland.

That the site chosen was admirable in every way must be admitted, even though for the time being it was difficult of access from Fremantle, which was on the south side of the river. Overshadowed by Mount Eliza, with a broad expanse of water before it, and the river flats where Stirling had experienced difficulties in 1827 stretching out beyond it, it made an ideal spot for what was to become the capital city of a great State. No doubt the existence of these flats, which seemed to promise well for agricultural development, in part at any rate, led to the selection of that particular place. The site having been settled, notice was given that the first stone of the new town of Perth would be laid on August 12, the date of King George IV.'s birthday. The ceremony was performed by cutting down a tree on the allotment set apart for the military barracks.

During this month (August) the other vessels—the "Calista," "St. Leonard," and "Marquis of Anglesey"—arrived with settlers and stock. These as well as the first arrivals were all anxious to receive locations of land as quickly as possible, for though there was little or no opportunity of doing anything in the way of cultivation at the time they were desirous of making preparation for the following season. The Surveyor-General and his assistants were kept busy making rough but fairly accurate surveys of locations applied for. All these applications made the issue of land regulations imperative, and on August 28 the first Land

Regulations for the colony were proclaimed. These provided that the territory should be divided into counties, hundreds, townships, and sections; each section to be 640 acres in extent, each township 25 sections, each hundred 4 townships, and each county 16 hundreds. In each county 600 sections were reserved by the Government for public expenses, educational support and endowment, cost of public works, and the administration of justice. Land was not to be open to location until surveyed, and was then to be granted only in complete sections. No allotment was to have river frontage of more than one-fourth its exterior boundary. No second location was to be granted to any person who had not fulfilled the conditions of improvement with regard to the first, and no grant was to be made to indentured servants or to persons coming to the colony at the expense of others. Three square miles were reserved as the site of the town of Perth: these were to be split up into allotments of nine to ten acres each, to be held, according to instructions from the Colonial Office, on a twenty-one years' lease, with the right of the Government to resume if necessary for public purposes upon paying compensation, these leases to become freehold if not resumed within the period stated, and to carry at all times the right of sale or assignment. They were also to be subject to such rates as the Government might deem necessary to impose. The same conditions were to prevail with regard to Fremantle. Persons possessing land in the settlement at large were to have the right to a free grant in the vicinity of a township in the ratio of one acre for every 1,000 acres held by them. The general conditions as to the assessment of property upon which land would be granted and the quantity to be so granted, as laid down in the Colonial Office circular of January, 1829, were incorporated, and the following mode of procedure for taking up grants was laid down:—

"All persons who may be desirous to receive allotments of land are to make application to the Lieutenant-Governor according to a form which will be furnished to them at the office of the Colonial Secretary. If the application be admissible, it will be referred to the Board of Commissioners for the management of Crown property, who will report to the Lieutenant-Governor the extent of land to which the applicant may appear to be entitled, upon a strict examination into the value and description of property imported by him.

"The kinds of property on which claims may be founded are only such as are applicable to the improvement and cultivation of land, or necessary in placing the settler on his location; and the value thereof will be estimated by the Commissioners according to such fair standard of reference as they may see fit to adopt.

"On receiving the report of the Board the Lieutenant-Governor will accord permission to the

applicant to proceed to select such land, to the extent recommended, as may suit his particular views, and having selected, the applicant is to make his selection known to the Surveyor-General by filling up the form which may be attached to the permission to select. This report of selection will be examined by the Surveyor-General and transmitted by him to the Lieutenant-Governor, with such remarks as may be necessary to enable the Lieutenant-Governor to decide on the propriety of the allotment being made, and if no prior claim to the land in question or other objection exist the applicant will receive a grant thereof, in the usual form of a primary conveyance.

"Land thus granted will belong in perpetuity to the grantee, his heirs, and assigns, to be held in free and common socage, subject, however, to such reservations and conditions as may be stated in the conveyance."

Then follows the description of the liabilities in the way of rates and taxes to which the land is to be subject, and the provision that no settler could, without special permission, sell his land until he had improved it to the extent of 1s. 6d. per acre.

With regard to the kinds of property on which land could be granted it may be mentioned that one settler claimed an allotment on the ground that he possessed a half-share in a pair of rabbits!

The surveys of the town sites of Perth and Fremantle were quickly completed and on September 5 the first allotments were taken up. In Perth the purchasers, either on leasehold or in fee simple, were F. C. Irwin (the officer commanding the troops), Rev. J. B. Wittenoom (the Colonial Chaplain), May Hodges, George Leake, and P. P. Smith; in Fremantle the first allotments fell to William Lamb, John Hobbs, Lionel Samson, and Thomas Bannister. There was only one other lot sold in Fremantle in 1829, the purchaser being John Bateman, but in Perth there was more demand. There we find that during the remaining months of the year land was either leased or sold to John Septimus Roe (the Surveyor-General), Dr. Simmons, Wm. Shaw, John Morrell, John Tichbon, Thomas Davis, William Hoking, Thomas Bannister, James Henty, James McDermott, Samuel Cox, Richard Jones, Hugh Macdonald, David Paterson, George Embleton, William Leeder, Henry Trigg, William Nairne, Robert M. Lyon, and C. Browne.

In addition to making the necessary surveys in Perth and Fremantle Lieutenant Roe was able, during the first three months after his arrival, to make surveys of the surrounding country sufficiently accurate for the purpose of making grants in accordance with the regulations. The first of these, as shown by the records, were made on September 29 to the following grantees:— R. H. Bland, 8,000 acres; Peter Brown (Colonial Secretary), 5,000 acres; Charles Boyd, 640 acres; W.

T. Dance (captain of the "Sulphur"), 5,000 acres; William Dixon, 2,268 acres; Sir James Hume, 2,666 acres; George Leake, 14,887 acres; Colonel Peter A. Lautour, 10,000 acres; Dr. John Whattley, 1,500 acres; John Septimus Roe, 3,100 acres; Lieutenant-Governor Stirling, 4,000 acres; William Shaw, 1,000 acres; Lionel Samson, 4,696 acres; and Charles Ridley, 1,750 acres. All these grants were close to the Swan River, many of them with river frontage. The reasons for this were that the soil seemed more promising and the river afforded an easy method of transit. Other assignments on account of capital invested that were made during 1829 were C. H. Fremantle (captain of the "Challenger"), 5,000 acres in the interior; Thomas Bannister, 2,000 on Canning River; Henry Camfield, 1,000 on Swan River; M. C. Carew, 100 on the Helena; John A. Dutton, 3,600 on the Canning; P. H. Dod, 2,000 on the Swan; John O. Davis, 7,026 on the Canning; R. Dawson, 1,280 on the Canning; James Drummond (the botanist), 1,000 on the Swan and 100 on the Helena; Joshua Gregory, 1,000 on the Swan; John Hobbs, 4,000 on the Canning; William Lamb, 8,119 on the Swan; Colonel Lautour, 100 on the Helena; R. Wardell, 1,000 on the Swan; Daniel Scott, 4,000 on the Swan; William K. Shenton, 100 acres on the Helena; W. H. Mackie and F. and F. C. Irwin, 200 on the Swan; and P. Pogers, 4,000 acres on Canning River. According to the official statistics 525,000 acres were granted by the end of the year, including the original grant of 100,000 acres to Captain Stirling and the 250,000 conditionally granted to Mr. Peel, who arrived with his immigrants about the middle of December.

But all these vast areas of land were at that time virgin forest, and though the possessors were potentially rich, they were actually suffering all the privations and discomforts incident to settlement in a new country. They were even without homes, with the exception of such rude shelters as they could make for themselves, and they had practically no means of subsistence beyond the supplies they had brought, and such further provisions as ships expected to arrive from time to time might bring. Their condition was certainly not one to

be envied. Though many of them were of first-class family and descended from the best English stock they were in great measure unprepared for the trials they had to face, and were not inured to the privations that must necessarily befall those who hope to wrest a livelihood from the wilds of Nature. Their difficulties were greatly increased by the fact that they arrived at the height of the winter season, and were prevented by the cold and rain from making much headway for some considerable time. But all their trials were borne with stout hearts, and they struggled manfully forward, strong in their determination to succeed. The state of the settlement during the first few weeks of its existence may be fairly well estimated from the despatch forwarded by the Lieutenant-Governor to the Secretary of State on September 9, 1829. "Exposure to the winds and rain of a boisterous winter," he says, "has been the most serious evil we have en-

countered, but that and other privations incident to such an undertaking have been borne with cheerfulness and overcome with proper spirit by all the individuals forming the civil and military establishment. Among the settlers since arrived some disappointment has arisen in consequence of their being in general but little accustomed to encounter hardships, and in all cases too sanguine

in the expectations they have entertained respecting the country. But as the weather has improved they have been enabled to extend their explorations and attain more comfort, and I believe there is now existing among them a cheerful confidence in the qualities of the country and a general belief in its future prosperity. . . . Up to the present period no event of a nature wholly unexpected or very important has occurred in the prosecution of the service, except that the western coast of New Holland was taken possession of in His Majesty's name by Captain Fremantle, and that the settlement has subsequently been commenced and proceeded in. The progress made in the erection of storehouses and temporary buildings for the civil establishment, in landing the stores and provisions, and in exploring the country has been very considerable when viewed with reference to the season



FREMANTLE, 1832 (FROM ORIGINAL SKETCH BY R. MORRELL.)

of the year and to the means at the disposal of the local government. The weather at the period of my arrival being extremely boisterous, I was forced to disembark the people and stores on Garden Island, the communication between the ships and the mainland being too unsafe and uncertain during the winter season to admit of their being placed at any other point. Since then as the weather has improved I have removed such persons and stores as have been necessary to the sites of the towns of Perth and Fremantle, but I intend to keep the principal depot of provisions and stores still at Garden Island, carrying over as they are wanted the articles therein deposited. The arrival of two other ships with settlers making it necessary to have locations prepared for them I have been under the necessity of interrupting the general survey of the surrounding coast and country for the purpose of laying out the town of Fremantle at the entrance of Melville Water as a landing port, and also the town of Perth near the island on the Swan River, with a view to its being in the neighbourhood of those who may wish to cultivate the rich lands immediately above it on the river. . . . The settlers have already made selection of town lots in each place and are proceeding with alacrity in the preparation of buildings."

During September the civil establishment was removed to Perth and the settlement began to acquire something of a permanent appearance. A cottage for the Lieutenant-Governor was erected not far from the present site of Government House, and the various departmental offices were built in close proximity to it, so that the work of administration could be carried on more easily. Houses of more or less permanent character began to arise and the first place of worship — for the Church of England — was erected through the earnest solicitation, as well as by the actual assistance, of the Colonial Chaplain, the Rev. John B. Wittenoom.

Between then and the end of the year several ships arrived with settlers, stock, and provisions. Among these was the "Gilmore," with Thomas Peel and his party of immigrants and servants on board. As this vessel did not arrive at Swan River within the time stipulated in the agreement the land originally reserved for Mr. Peel had been granted to other applicants, but he secured a location to the south of Fremantle, as before mentioned, extending from the sea to the present south-western railway line, and containing an area of 250,000 acres.

In order to increase the knowledge of the country lying outside the area of settlement, and so as to have land ready for the requirements of the new settlers continually arriving, further expeditions were sent out in the latter months of the year. Lieutenant Preston (of H.M.S. "Sulphur") and Dr. Collie examined during November the coastline and adjacent country between

Cockburn Sound and Geographe Bay, paying particular attention to the rivers and to the suitability of the soil for cultivation. In December Ensign Dale, of the 63rd Regiment, who had previously endeavoured to trace the source of the Helena River, made a further attempt. He followed the stream until it became a mere chain of ponds, and then returned bringing back the information that the country toward the coast did not give much promise in the way of agriculture, though it offered fairly good pasture for sheep. In the same month Dr. Wilson, R.N., left the settlement at King George Sound with a small party, intending to proceed toward the Swan River. Though he did not go far in the direction aimed at, he passed through some of the best country from a scenic point of view in Western Australia, and in the course of his wanderings discovered the Denmark River. Dr. Wilson's report of the trip spoke highly of the character of the soil in general, though some of it he admitted was "as miserable and useless as any to be found in New South Wales." For extended accounts of these and succeeding exploring expeditions we would refer the reader to the section of this publication dealing with the "Explorations in Western Australia."

It is worth recording as an event of importance that on Christmas Day, 1829, the first white child — daughter of the Surveyor-General — was born in Western Australia. *all wrong*

The total population of the colony at the end of the year was 1,290, of whom 850 were permanent residents, the greater part of the remainder forming the complement of the ships then at anchor, one of these being H.M.S. "Success," which grounded on entering Challenger Passage and received injuries that took twelve months to repair. To carry out these repairs she was beached at that portion of the Sound since known as Careening Bay. The value of the property brought by the settlers up to this time was about £45,000, the proportion of which that was applicable to the improvement of land, and upon which land was granted according to the regulations, being £42,000.

On January 20, 1830, Captain Stirling addressed a despatch to the Colonial Office embracing a report of the various matters we have already referred to and giving some important information as to the class of people arriving in the colony. Those who came as settlers, having a certain amount of capital, were on the whole highly respectable and independent persons, but the same could not be said of their workmen and servants. In many cases these seemed to have been recruited from parish outcasts, or engaged without any reference to character, and had consequently caused great inconvenience by their drunken and disorderly habits. So troublesome had these people become, the Governor reported, that he had found it necessary to

appoint a magistracy, whose chairman (Mr. W. H. Mackie) was "a gentleman bred to the law," and to engage a number of constables, for the purpose of preserving order in the settlement. We also gather from the document that even at this early stage depression had made itself felt in the affairs of the young colony. "Among so many settlers there could not be a great number with minds and bodies suited to encounter the struggles and distresses of a new settlement. Many, if not all, have accordingly been more or less disappointed on arrival either with the state of things here or their own want of power to surmount the difficulties pressing around them. . . . From this depression, however, the active and stouthearted have now recovered, and ten or twelve of the leading men of the settlement having occupied their grounds, and having declared themselves fully satisfied with the quality of the soil and the condition of their cattle, I consider the undertaking is now safe from the effects of a general despondency, which at one time threatened to defeat the views of His Majesty's Government in this quarter."

The despatch then goes on to discuss the climate and the general prospects of the settlement. The climate, of which the Lieutenant-Governor had had practically a year's experience, he found "favourable to health in an uncommon degree," though owing to the heat of December and January "the workmen have not been able to work in the sun from 10 to 3 o'clock"! In regard to the general prospects the opinion was expressed that the land suitable for tillage was somewhat limited in area, but that there ought to be a good future both for pastoral pursuits and fruit culture, more particularly of temperate and sub-tropical fruits. The position of the settlement, he considered, was an excellent one for developing an Eastern trade in British manufactures. But though on the whole the prospect was a favourable one, Captain Stirling was careful to point out that practically everything depended on the right class of immigrant being secured. "The greater part," he says, "incapable of succeeding in England are not likely to prosper here to the extent of their groundless and inconsiderate expectations. Many of the settlers who have come should never have left a safe and tranquil state of

life; and if it be possible to discourage one set of people and to encourage another I would earnestly request that for a few years the helpless and inefficient may be kept from the settlement, while to the active, industrious, and intelligent there may be assured with confidence a fair reward for their labours. This country may at no distant period absorb, with advantage to Great Britain and herself, an immense migration of persons, any great portions of which if sent forward too soon will ruin her prospects and their own."

In a semi-private letter to Mr. Twiss, the Under-Secretary of State for the Colonies, which was forwarded by the same vessel as the preceding despatch, the Lieutenant-Governor ventured the opinion that the rush of settlers had been due to the exceedingly liberal land laws, and also to the fact that no convicts were to be sent to the colony. As to the class of people arriving, he is still more emphatic than in his official utterance

upon the point that there are "many who will be ruined by their own groundless expectations and helpless inefficiency." Discussing in this letter the future prospects of the colony, Captain Stirling urged that his experience during the first six months of his administration had convinced him that the English Government must either decide to give up the settlement altogether or else must establish it definitely as a Crown Colony, with a regular commission

to the Governor, proper machinery for enacting ordinances, and a system of finance with provision for raising revenue and expending money, subject, of course, to revision by the Home authorities. The arguments used in this communication appear to have had considerable weight, as on July 20, 1830, the Secretary of State informed Captain Stirling that a commission was in course of preparation which would contain the authority in matters of administration that had been sought.

The history of the colony up to the end of 1830 is practically confined to a record of the early struggles of the pioneers, of the alienation of land under the system of grants, and of exploration of the country. Even though, at the beginning of the year, the reports of the inefficient section of the community were beginning to reach England there was no diminution in the stream of immigration. In fact, so great was the influx



PERTH, 1832 (FROM ORIGINAL DRAWING BY REV. J. B. WITTENOOM.)



that the local government found it necessary to import provisions and stock from the Cape, the East Indies, and the other Australian colonies in order to prevent the possibility of famine occurring before the colonial lands and stock commenced to make some return. The results of this importation were not, however, altogether satisfactory. In the absence of proper storehouses much of the grain was spoilt by exposure to the weather or ruined by white ants and other vermin, while a fair number of the cattle wandered away into the bush and either died or became wild.

While those who arrived later missed many of the hardships which the first arrivals had to undergo they had the same strenuous battle to fight when their grants were apportioned. Among them, however, were practical farmers from the agricultural counties of England, all possessed of at least moderate capital, and these soon began to show actual results for their labour. In fact, a more hopeful air began to pervade the whole community. Many were engaged in clearing their grants and sowing crops, employing their spare time in attempts at brickmaking, so as to improve their general condition by the erection of more comfortable houses. Their want of knowledge of the climate, however, caused a good deal of suffering during the wet season. The winter rains of 1830 were particularly heavy, so much so that the river overflowed its banks and brought considerable loss and damage to those who were temporarily residing on the flats waiting for their grants, or who had elected to build permanent homes on the lower levels. The shipping at Fremantle also suffered in no small degree. Four vessels broke loose from their moorings and were driven ashore, one of them, the "Rockingham," becoming a total wreck on that part of the coast which has since borne the name.

Much trouble was also experienced with the cattle and sheep during the year. Many of the cattle got away into the bush, and the scab disease, introduced by some flocks brought from Tasmania, greatly lessened the small number of sheep in the colony.

Meanwhile the alienation of land was proceeding apace, and among those recorded as having received grants during the year we find many—J. and J. W. Hardey, J. S. Roe, Stephen and James Henty, W. L. Brockman, E. Barrett Lennard, J. H. Monger, A. H. Stone, J. S. Clarkson, Robert Dale, W. K. Shenton, and others—whose names have been graven deep in the annals of their adopted country. There being very little available land remaining on the banks of the Swan or within reasonable reach of Perth or Fremantle it became necessary, in order to accommodate many of these applicants, to extend the boundaries of the settlement. With that end in view a further examination of the country southward along the coast was made by the Lieutenant-Governor. This resulted in the establishment of a mili-

tary station at Port Leschenault, where the present town of Bunbury stands. A new county was thus added to the colony, and by Government notice every endeavour was made to induce those applying for land to select it in that district. Unfortunately for its progress enormous areas were taken up by Colonel Lautour, the Henty Brothers, and others, but no immediate use made of the land, so that for many years the district made no headway at all. The settlement became little more than a name; even Captain Stirling seems to have been disheartened, as the military detachment stationed there was withdrawn before the end of the year. It is worthy of note that the grant—103,000 acres—made to Colonel Lautour formed the location upon which an attempt was made at a later period to establish the town of Australind.

About the same time (March, 1830) the country near King George Sound was thrown open under the name of Plantagenet County. Here grants were made to Dr. Collie, Captain Bannister, Lieutenant Preston, and J. L. Morley, but, as in the case of Port Leschenault, no attempt at immediate cultivation was made.

Partly in order to do something in the way of assisting discharged servants, who had completed their terms of service, to become good settlers, the town of Guildford was opened in the following month, and blocks of four and five acres each were granted to these people, with the intention that they should assist one another and eventually form a co-operative settlement.

From the fact that Captain Stirling desired 90,000 acres of his original grant to be at Cape Naturaliste it is more than probable he was convinced that the neighbourhood offered great promise. The pressure of his administrative duties had prevented him from paying any attention to the matter up to that time, but in May, 1830, accompanied by a band of settlers, he set out to examine the locality with a view of establishing a new township. The party landed at the mouth of the Blackwood in Flinders Bay, and marked off the site for a township to be named Augusta. The settlers, under the leadership of Captain Molloy and Messrs. Bussell and Turner, selected grants and set about the cultivation of them. Though the soil was good, the labour of clearing was very great, and consequently but little progress was made. The heavy forest baffled all their attempts to pasture stock, and to add to their difficulties supplies ran short time after time owing to their isolated position. For four years they struggled along with indifferent success, finally removing in 1834 to the less heavily-timbered plains of the Vasse, which seemed to offer greater opportunities. One result of the settlement at Augusta that was of permanent value was the opening up in 1831, by Mr. Bussell, of an overland route from Perth to Cape Leeuwin.

While these attempts, not on the whole successful,

were being made to establish settled communities along the south-west coast attention was also being paid to the portions of the interior eastward of Perth. Ensign Dale, who had previously penetrated some distance in that direction, pursued his investigations farther inland and brought back such glowing accounts of the new country that Lieutenant Erskine was dispatched to obtain still more definite information. So completely did his opinion agree with that formed by Dale that the Lieutenant-Governor decided to make a personal tour of inspection. So impressed was he with what he saw that arrangements were at once made to throw the land open for selection, and before the end of the year many large tracts were taken up. Sites for the towns of York, Northam, and Beverley were also marked out at this time, but no allotments were apportioned in any of them, the first town lots—at York—being sold in 1835.

Thus by the end of 1830 the colony had extended its boundaries to include (apart from the military station at King George Sound, which still remained under the Government of New South Wales) settlements at Swan River, Port Leschenault, Guildford, and Augusta, in addition to which areas of land had been assigned in Plantagenet

County and in the York-Beverley district. In most of these places little work had been done, but marked progress had been made in Perth and on the holdings along the Swan, Helena, and Canning Rivers, though as yet the returns were insufficient to provide for the sustenance of the community without importing provisions. Fremantle had made but little advance. At the end of the year it was still practically a camp, and though there were many good citizens who were straining every nerve to develop their properties and improve the condition of things generally, a great part of the inhabitants were of the class that is always afraid of work, and particularly loud in expressing disappointment and dissatisfaction. A number of these, most of whom were utterly incompetent as settlers, and some of whom held grants of land, left the colony during the latter half of the year, either abandoning their holdings

or arranging for incoming settlers to take them up. As may readily be understood, they did not fail on their arrival in England or the other colonies to express in unmeasured terms their disapproval of Western Australia, and there is no doubt that for many years the colony suffered from the effect of these reports.

The relations between the natives and the white settlers seem to have been of a distinctly friendly nature at the beginning, but by the middle of the year several incidents occurred that gave cause for alarm. The kindness of the white settlers in the way of distributing food and clothing, though greatly appreciated, seems to have turned the aborigines into persistent beggars and, when it became impossible to continue the gifts, into equally persistent thieves. Their acts of depredation culminated in an attack in open daylight on the house of a settler named Paton, situated at the west end of the township not far from the present Leederville Railway

Station. At the time of the occurrence Captain Stirling was absent at Port Leschenault, and the duty of coping with it rested upon the Commandant, Captain F. C. Irwin. His report upon the subject, given below, is particularly valuable not only as an interesting account of the



TOWN HALL, PERTH, 1870.

first brush with the natives, but as an outline of the methods observed by the Government and white settlers in dealing with the aboriginal inhabitants of the territory. "On the 3rd instant" (May), he says, "at 3 p.m. a message was brought to the Cantonment soliciting aid against the natives on the part of the inhabitants in the west end of the town. In my absence Ensign Dale proceeded to that quarter with a few of the Guard; I followed with more men soon after on hearing the report. On arrival at the quarter I learned from Mr. Reveley and other credible testimony that the natives were decidedly the aggressors; they had been very troublesome in the forenoon—in one place throwing spears at poultry, at another stealing pieces of board from workshops; and at last they broke into and plundered the house of a man named Paton, which brought on the encounter.

"Three or four neighbours endeavoured to drive the natives from the house, which they had collected round; they, however, threw their spears at them and drove them back to the next house, following till they recovered their spears. More people coming up with two or three musquets, they advanced to dislodge the natives from Paton's; several were drawn up with spears poised in their throwing sticks, and a tall savage, who appeared the chief, showed unequivocal gestures of defiance and contempt on the musquets being presented. The people now fired, and this man was seen to fall wounded, falling a second time after rising; the natives now made a rapid retreat, leading him off.

"This daring and hostile conduct of the natives induced me to seize the opportunity to make them sensible of our superiority by showing how severely we could retaliate their aggression, but that we had no wish to injure them. With this view I continued the pursuit, directing that a shot should not be fired but in self-defence. After proceeding one and a half miles in a N.-W. direction we overtook Mr. Dale near a lagoon, with a few soldiers and settlers. I was concerned to find that he had received two wounds from the thrust of a spear by a native while endeavouring to secure him in a swamp; the savage succeeded in escaping, though severely wounded by a shot in the face, his jaw being seen to hang; he had previously slightly wounded Sergeant Smallman in an ineffectual attempt to secure him after knocking him down with his fuscée. I now divided the party, taking half with me round the lagoon and directing Mr. Dale with the remainder to go the opposite way to get the natives between us, should they be in the lagoon. We discovered them by their talking at the upper end, where the breadth was from 40 to 50 yards, but none could be seen, so thick was the cover of the tea-trees and reeds 7 or 8 ft. long.

"While observing the natives here several shots were fired towards us from the opposite bank by Mr. Dale's party. On calling out for an explanation and ordering the firing to cease I learned that a volley of spears had been thrown at them while penetrating the swamp to where the natives were; three spears had pierced the arm of the Acting Sergeant-Major, and the party fired in return.

"One of the natives now called out from a tree he had ascended and gave us to understand that their women and children were with them, and seemed earnest in his entreaties that we would leave them.

"I now told the party to leave the swamp, and for about twenty minutes we held a parley, the natives pressing us to leave them, and we in vain trying to encourage them to come out to us. At this period, hearing a trampling in the lagoon, I proceeded alone down the bank and distinctly heard the groans of the wounded, whom they were carrying past, but the height

of the reeds concealed them all but the tops of their spears. Considering the object I had in view as now fully accomplished of impressing a salutary dread of our superiority and arms, while we showed them that we did not wish to injure them, after getting them and their families completely in our power, we left them at sunset on apparently friendly terms as usual. I was now anxious to re-establish a good feeling from a dread that they might think of revenging themselves on settlers in the interior before they could have intelligence of this affair.

"During the night nothing was heard of them, but next morning they were seen to cross the river at the islands with their families in considerable numbers. A patrol I sent out for the purpose brought in three natives they had surprised. These men had been often in the Cantonment, and willingly accompanied the soldiers. They intimated by signs that some of their people were dead or wounded in the lagoon after yesterday's fire. When this was told me I took them off to the lagoon, but they could show none, and I concluded they meant to signify that some of their people had fallen there. On our return we observed a body of about forty, including women and children, moving westerly. Some came towards us on being called, and with these and our guides to the swamp we parted on very good terms. At the Cantonment I learned that several natives had come in, being anxious about the fate of those who had been surprised in the morning. Some days after several natives came into the Cantonment and pointed out their women and children playing about the outskirts, evidently to make a show of their confidence in us. I desired that they should be received in the usual friendly way, but ordered a sergeant with a file of the Guard with their musquets to watch their motions. At seeing the arms they looked alarmed and made signs to put them away. The good effect of this precaution was afterwards apparent, for on their moving to the western extremity the sergeant kept out of their view till he saw a considerable number collected round Paton's house (which they had before rifled), trying to push open the door and windows. On this he made his appearance, when the natives all ran off to the rear. Since that time they have not visited the Cantonment, and I am happy to learn that they have committed no act of aggression against the settlers in any part of the country."

Unfortunately Captain Irwin's fear of reprisals by the natives were only too well grounded. Not long after the disturbance at Perth news came from the Murray River that a settler named McKenzie had been murdered as an act of retaliation. This was the beginning of long years of trouble with the aborigines and of no little danger to the colonists. Before the end of the year a second murder was com-

mitted, also by way of retaliation. The settlers on the Swan had been put to much inconvenience through petty thefts, and finally a native detected stealing potatoes from Mr. Butler's garden was shot dead. Within a little time a party of natives surrounded the house and brutally murdered a servant named Entwistle, in the presence of his two young sons, both of whom, however, succeeded in escaping. The ring leaders of the horde were two well-built natives, Yagan and Midgegooroo, who managed to elude capture at the time. These two seem to have been the chief actors in every native disturbance until 1833, when both were killed.

Up to the close of 1830, and indeed for some little time after, the government of the colony was vested solely in the hands of Captain Stirling, who had nothing to guide him in his duty save the meagre letter of instructions, forwarded with his appointment and occasional despatches conveying further instructions from the Colonial Office. That he succeeded so admirably is a tribute both to his enthusiasm for the task and to his judgment in the execution of it. Certain alterations had been determined upon by the Home authorities before the end of the year, but notification of these did not reach Western Australia until toward the middle of 1831.

## CHAPTER V.

1831-1838.

### ADMINISTRATION OF SIR JAMES STIRLING.

With the year 1831 Western Australia may be considered to have emerged from the experimental stage and to have entered upon a permanent existence. For many years afterwards its history was necessarily little more than a record of constructive development such as is common to all new communities, interspersed with periods of depression and frequent attacks and depredations on the part of the natives, but all along the line there was distinct growth, gradual indeed for some time, but in the main healthy and progressive.

One of the chief events of importance was an alteration in the land regulations. Early in 1830 it had become evident to the Home authorities that in the interests of the colony generally, and in order to stem the influx of settlers, many of whom were totally unsuitable, it was necessary to make some restriction on the further alienation of land by means of grants. New regulations were therefore drawn up under which the quantity of land obtainable was reduced by one-half—20 acres instead of 40 for every £3 invested, and 100 acres instead of 200 as formerly on the passage of every servant. These came into operation at the beginning of 1831 and continued in force throughout the year, during which the English Government further considered the whole question of land grants in the Australian colonies and ultimately decided to adopt the American principle of sale. The chief reason for adopting this course was that it had been found that the system of granting land had had the effect, in New South Wales and Van Diemen Land, of encouraging the dispersion of settlers over too wide an extent of country, which, apart from other inconveniences, greatly

increased the expenses of administration in every branch of the Public Service. This decision was arrived at and published in England in March, 1831, but owing to the length of time then occupied in conveying the information to the colonies it did not operate until well into 1832. By it the principle of granting land according to the property brought by the settler was entirely discontinued, and in its place it was provided that "all the lands in the colony not hitherto granted and not appropriated for public purposes will be put up for sale. The price will, of course, depend upon the quality of the land and its local situation, but no land will be sold below the value of 5s. per acre." The method adopted in carrying this system into effect was that an intending purchaser was allowed to select within defined limits the land he desired to acquire. The area was then advertised for three months, at the end of which it was sold to the highest bidder above the minimum of 5s. The transaction had to be completed within one month thereafter. The minimum area was 640 acres, but the Governor could, if he deemed it advisable, allow a smaller quantity; the maximum, however, which was 2,560 acres, must not be exceeded. Land which could not be sold might be let on grazing lease from year to year, it being understood that if at any time its purchase was applied for it must be put up for sale in the ordinary way. It will be remembered that under the regulations previously in force persons sending out labourers were allowed to reckon the passage money of such labourers as part of the capital on which they could secure grants. As the colony had not the advantage of convict labour it was felt that nothing

should be done that might affect the supply of free labourers, and therefore £20 was allowed in the purchase of land for every *married* labourer and his family landed in the colony. The bounty was restricted to married labourers to prevent, as far as possible, that excess of males over females which had been found so injurious in the two penal colonies.

In the same year (1831) the change in the method of administration, forecasted in the Secretary of State's despatch of July 20, 1830, bringing the settlement definitely into line as a Crown colony was effected. The Act 10 Geo. IV. c. 22, enabled the King, with the advice of the Privy Council, to make, and to authorize any three or more persons to make, all necessary laws and to constitute all necessary courts for the peace, order, and good government of the settlement. No steps were taken under this Act until November 1, 1830, when an Order-in-Council was issued constituting the Governor, the Senior Military Officer next in command, the Colonial Secretary, the Surveyor-General, and the Advocate-General to be a Legislative Council to discharge the functions entrusted to them by the Act, subject to a provision for disallowance by the Secretary of State, and further that any law or ordinance made by the Council must have been first proposed by the Governor or officer administering the Government. This Order-in-Council was forwarded to Western Australia by despatch dated April 28, 1831, with which were enclosed the formal commission to Captain Stirling as Governor and Commander-in-Chief, and also a lengthy document under the King's Sign Manual containing instructions as to procedure. In the second clause of these instructions the same officers who had been appointed a Legislative Council were also appointed as an Executive Council for the assistance and advice of the Governor. The reasons that the two Councils were appointed by different methods lay in the fact that while the King could by virtue of the prerogative establish an Executive Council, the Royal authority was not competent, without the aid of Parliament, to create a Legislature except by popular representation, or to establish Courts on lines that differed from those of Westminster. In the despatch of April 28 the diverse methods of appointment were pointed out and the Governor's attention drawn to the fact that, although composed of the same individuals, the two bodies were separate and distinct, and that separate accounts must be kept of their proceedings. It may be noted that there were three subjects upon which power to legislate was specifically withheld—the naturalization of aliens, the granting of land titles to unnaturalized aliens, and all questions of divorce. It was late in 1831 when the information concerning these alterations in the administration reached the colony, and consequently the first

meeting of the Legislative Council did not take place until January, 1832.

The year 1831 cannot be considered to have been one of any great progress, nor did it afford much in the way of incident. Owing to the adverse reports concerning the condition of things in the settlement, assiduously spread abroad by those who had been unable to grapple with the difficulties, the influx of people showed a distinct tendency to abate, and many of those who did come were of little value as colonists, serving only to augment the already considerable number of the dissatisfied and disappointed. Those, however, who recognized the wisdom of doing their best in the new surroundings were beginning to see signs of reward. Though fearful of a recurrence of the disheartening conditions of the previous winter they persevered in their endeavours to clear and cultivate their land, and by the end of the year had 200 acres under cultivation, of which 160 were producing wheat. Considering that over a million acres had been alienated, this amount seems pitifully small, and certainly adds to the overwhelming evidence that exists as to the incapacity of most of those to whom land had been granted. So anxious does the English Government seem to have been to avoid expense and even responsibility in establishing the colony that land was granted to all and sundry without any guarantee that they either could or would do anything in the way of improvement. No attempt was made to preserve anything like a just proportion between the land alienated, the capital invested, and the labour available. In fact, *The Literary Gazette*, the organ of the Literary Society formed by the officials and better class settlers, asserted that "to the want of labour, and to that alone, may be traced all the evils that have afflicted this infant settlement." Taking into consideration the numerous servants who had been introduced this scarcely seems feasible at first sight; but if we combine the ineptitude of the major portion of these servants with the lack of ready money and the absence of the true colonizing spirit on the part of the settlers, who were, most of them, completely at a loss where to begin, we reach in all probability something like the true reasons for the approximation to failure that occurred in these early years.

The amount of wheat produced was, of course, far from being sufficient to supply the demands for a population which then numbered about 1,500, hence the colonists had still to depend on the ships arriving from time to time for provisions. Any delay in the appearance of these vessels was a matter of no small moment, causing as it did a very appreciable increase in the cost of living. During the latter part of 1831 very few ships arrived, and as a result something akin to famine drew ominously close. That in

face of troubles such as these the colonists refused to acknowledge defeat is a tribute to their indomitable perseverance. One method adopted for overcoming their initial difficulties was the establishment during the year of an Agricultural Society, which was the parent of the present Royal Agricultural Society of Western Australia. By means of this institution they were enabled to meet regularly for discussion and encouragement, and there is no doubt that it was of inestimable value in stimulating and developing the agricultural and pastoral industries. That in the latter of these industries there were great possibilities was recognized by all, but unfortunately there were but few head of stock in the colony and not a large number of sheep. So serious did these various questions—want of capital, of labour, and of stock—become that during the year it was decided to petition the English Government, asking that the Colonial Treasury be authorized to make advances for the purchase of stock, and asserting that with some little assistance in that way the settlement would quickly become a prosperous community. Although the Governor was in sympathy with the request, and on more than one occasion urged it in his despatches, the Home

authorities, true to the policy of incurring no expense, paid no heed to his representations.

In the way of exploratory work the year was not productive of great results. The principal expedition was that of Captain Bannister and party in December and January. Confronted by great difficulties and a certain degree of danger they made their way overland from Perth to King George Sound, the longest overland journey that had so far been undertaken. At one stage of the trip Captain Bannister was forced to kill his horse owing to inability to procure food for it. About 100 miles farther on the provisions for the party ran out, and they were compelled to retrace their steps and eat the dead animal. However, after many trials they arrived safely at King George Sound, having gained considerable information of value concerning the country passed through, and having blazed a track

between the two settlements which proved very useful after the transfer of the King George Sound settlement to the Government of Western Australia in the following March. About the same time a party under Mr. W. K. Shenton proceeded by sea to Port Leschenault and thence up the Collie River, looking for satisfactory places of settlement. The report brought back was not, however, sufficiently favourable to encourage any attempt at cultivation. Various other trips were made during 1831, chiefly in the south-west portion of the colony and round about King George Sound. Though none of these were productive of further expansion at the time, they were of distinct value in that they increased the existing knowledge of the country generally and enabled the authorities to form a better estimate of its capabilities. In the spring of the year the settlement of York district, postponed from 1830, was undertaken, and a party, among whom were Messrs.

Hardey, Clarkson, Bland, and Moore, was led over the ranges by Lieutenant Dale, and left to form the beginning of what has since become one of the finest agricultural centres in the Commonwealth.

Only three additional towns were proclaimed during the year—those of Kelmescott, Kingston,

and Albany. Kingston, which was on Rottnest Island, never got beyond that stage. Several allotments were taken up, but no attempt at building a township was ever made. With the single exception of Perth, very little progress was made in any of the townships. Fremantle as the port displayed a certain amount of activity, but not in the direction of erecting permanent buildings. Being the distributing centre for supplies it boasted some fairly large stores, the principal of which were those of Messrs. Leake, Shenton, and Samson, through whose energies a monthly service of boats was inaugurated between the port and Guildford. This for many years was the cheapest and safest mode of transport for goods, though there existed from early in 1831 a fairly good road between Perth and Fremantle. Other evidences of civilization also began to make their appearance. That great want of British communities—



HAY STREET, PERTH, FROM MILLIGAN STREET, 1869.

a newspaper—was met by the issue (in manuscript) of *The Western Australian Chronicle and Perth Gazette*. This was published by Mr. W. K. Shenton, and the price was 3s. 6d. per copy. Needless to say, it did not survive many issues. Later in the year a hand-printing press arrived from Tasmania, and a newspaper printed on letter paper was issued in Fremantle by Messrs. Macfaull and Shenton. The press was erected in the shed in which the first bushel of wheat grown in the colony was ground. Thus from the one building there issued food both for mind and body. Want of news caused the publishers to fall back on contributions, some of which might be described as early nineteenth-century yellow-Press efforts, and which resulted in a dissolution of partnership. The paper was carried on by Mr. Macfaull, who was compelled, in order to secure freedom from molestation, to remove the press to Hamilton Hill, some three miles out in the bush. This was the spot where the first vines reared in the colony were planted. The newspaper lasted only about twelve months, the returns not being sufficient to pay the rent of the press. The owner of the machine then started another paper called *The Inquisitor*, and secured as contributors Captain Graham (formerly Governor of Sierra Leone), Mr. Yule, a Scotch lawyer named Clark, and a merchant named Johnstone. So much talent proved too heavy for the journal; serious disagreements arose between members of the staff, ending in a duel between Clark and Johnstone, which was fought on the beach at North Fremantle—the only duel fought in Western Australia. Johnstone was fatally wounded, dying within twelve hours. The result was equally fatal to the newspaper, and ended the first chapter of the history of journalism in the colony.

As evidence of the fact that the difficulties of their position were not weighing too heavily upon the settlers it may be mentioned that in September the first Governor's ball was held. From the accounts preserved this seems to have been quite a gorgeous affair, and the supper, which one record describes as "an elegant and superb one," rather appeared to discountenance the statement that the colonists were approaching the verge of starvation.

In December Captain James Stirling's commission as Governor and Commander-in-Chief, as well as one appointing him Vice-Admiral of the colony, arrived from England. These interesting documents relating to the early history of Western Australia are now preserved in the Public Library at Perth. As soon as possible after the arrival of his commission and instructions the Governor called his advisers together, and the first sitting of the Legislative Council constituted under the Order-in-Council of November 1, 1830, was held in January, 1832. The principal business was the estab-

lishment of a Civil Court having the powers of the Courts of King's Bench, Common Pleas, and Exchequer. Mr. George Fletcher Moore was appointed Civil Commissioner, and the Court was opened in March, 1832, the first jury case being tried in the following June.

The other matters which mainly occupied the attention of the Legislative Council during the year were the shortness of provisions, the need of more live stock, and the menacing attitude of the natives. The possibility of famine, which had begun to cause uneasiness in 1831, became more accentuated, and the want of food supplies culminated in a serious, if not dangerous, situation early in the following year. Vessels which had for months been expected to arrive with provisions failed to put in an appearance, the small stock of wheat that had been raised locally was almost exhausted, and many of the settlers were faced with starvation. Some idea of the scarcity that existed may be gleaned from the following list of prices:—Salt pork, from £10 to £14 a cask; wheat, 35s. to 40s. per bushel; fresh meat, 1s. 10d. per lb.; eggs, 5s. per dozen; flour, 10d. per lb.; and butter (when procurable at all), 7s. per lb. The colonial Government, realizing the seriousness of the position, made arrangements to assist those possessing little ready money by supplying provisions on credit out of the Government stores. To encourage cultivation it was notified that payment for these stores could be made by locally-grown wheat on a basis of 15s. per bushel. All classes of the community were compelled to avail themselves of the offer, as practically the whole of the food supply remaining was in the Government stores. The arrival of two small schooners in March and April relieved the position slightly, and from the middle of the year a succession of provision-laden ships altogether averted the danger of famine.

Hand in hand with the want of provisions went the absence of money and the lack of sufficient live stock. Most of the money brought by the settlers had been spent in making useless experiments or in paying for the necessaries of life at famine prices, so that nothing was left to secure necessary farming implements or to purchase stock. One method suggested as a way of coping with the financial difficulty was the establishment of a bank. In May a prospectus was submitted to the Governor asking for an advance of £5,000 from the Treasury on the security of twenty-five responsible persons. It was pointed out that if money could be advanced by the Government on the discount of Bills at 5 per cent. the colony would benefit very considerably, as settlers were then borrowing at so much as 25 per cent. The Governor was unable, in face of his instructions, to meet the request, and suggested that the colonists should raise the money by subscription.

An attempt to do this was unsuccessful; the members of the community at that time were all borrowers. Very little actual cash was available; all transactions were by means of promissory-notes of from 2s. 6d. upwards in value. Some temporary relief was afforded by an inventive genius named Woods. There was at the time a coin current in India called an "Indian dump," roughly pentagonal in shape, made presumably of silver, and in common use prior to the introduction of the rupee. Woods bought up all the German silver teapots, spoons, etc., that were available, and minted them into dumps, at the face value of the Indian coin. For some six months they were found to be very useful and in part displaced the promissory-notes. At the end of that period, however, the attention of the authorities was drawn to the number of these coins and the scheme was exposed, with the result that for affording undoubted financial assistance Woods received a sentence of seven years' transportation to Van Diemen Land.

Apart from the ordinary necessities of life money was badly needed for the purchase of stock, both cattle and sheep, for the pastures. The settlers themselves had not the capital to lay out in chartering a vessel and importing animals, but they were convinced that if the Imperial Government would only come to their assistance in that direction the cost might be met out of succeeding harvests. They pointed out that the acreage under grain had increased to 435, from which a yield of 15 bushels per acre was expected, and that the suitability of the soil for agricultural purposes was assured, so that there was not likely to be any great difficulty in meeting the advances asked for. To this request, as to the former one, the Governor was compelled to give a negative reply.

A further question that became acute during the year 1832 was that of protection from the natives. The aggressive attitude adopted by the aborigines in 1830

became more pronounced in 1831, when two servants of settlers were murdered and a considerable number of the stock stolen. During the early part of 1832 there were no open attempts at violence, but in May a party headed by the stalwart Yagan, who seems to have been the leader in all the trouble, attacked two settlers on the Canning River and killed one of them. From that time the depredations became more frequent and more daring, and so serious was the state of affairs that in June a meeting of settlers at Guildford decided that the colony must be abandoned unless ample steps were taken by the Government to protect life and property. In order to afford all possible assistance and so meet the wishes of the community the Governor immediately established a police force, and in retaliation the natives speared his pigs.

When these various questions—the scarcity of provisions, the want of money, the need of more live stock, and the fear of native aggression—are taken into consideration it becomes evident that the settlement in 1832 was in rather a parlous state. So convinced were the settlers



PERTH NATIVES—CAMP AT CRAWLEY IN THE EARLY DAYS.

that the only hope of improvement and assistance lay in a personal appeal at headquarters that they presented a memorial to the Governor asking him to proceed to England and present their case as strongly as possible to the Secretary of State for the Colonies. It will be remembered that in 1831, when these matters first called for consideration, the Governor had been requested to draw attention to them in his despatches. The fact that no reply had been received from Home to those requests, added to the growing insistence of their needs, caused the colonists to take the extreme step of requesting the Governor to personally present their requirements to the English authorities. On the advice of the Executive Council the Governor agreed to do as requested, and on August 12 left Fremantle for London in H.M.S. "Sulphur." From a



despatch to the Colonial Office which he found opportunity of forwarding during the course of the voyage we are able to get a very clear view of the condition of affairs and the reasons which actuated him in acceding to the memorial of the settlers. After referring to a previous despatch in which he had drawn attention to the matters under review he goes on to say:—

In the course of a few weeks subsequent to the date of that communication referred to the evils which had been anticipated began to be felt. The scarcity of money in private hands and the reduction in the Government expenditure which took place in the early part of the year had the material effect of discouraging importation from the neighbouring colonies, and the consequent high price of all the necessaries of life hastened that exhaustion which had been apprehended. In addition to these annoyances it was found that the unfavourable accounts which had been spread regarding the settlement had deterred persons from coming to it; the natives also began to be troublesome; and the imposition of a duty on spirits which I deemed it advisable in May last to pass into a law aggravated the depression of spirits which had so far affected the community as to prevent exertion and useful speculation.

Persuaded that many of the evils complained of were attributable to the circumstances that attend every new settlement, I felt disposed to trust to the operation of time and that improvement which might be expected from continuous efforts. But in a small community there is usually some one prevailing sentiment, and as in this instance it happened to be of a desponding character, there was reason to apprehend that it would lead to a total remission of labour, in which case the support of the colonists would fall upon the public stores, or to the abandonment of the enterprise by those persons whose means and abilities were requisite for its success.

Explanatory of the feelings above mentioned, I beg leave to call Your Lordship's attention to the accompanying documents [the memorials previously referred to]. In these and in the Minutes of my Executive Council . . . it will be perceived that some decisive measures had become necessary to the successful continuation of the enterprise.

In a conversation which I had with some of the leading settlers in the latter part of June I was respectfully solicited to adopt certain changes in the conduct of government regarding the increase of public expenditure, the granting of loans, and the repeal of the duty on spirits; but as in taking such steps I should have departed from the substance of Your Lordship's instructions without the justification of circumstances, I was under the necessity of declining any serious departure from the line of policy which had been adopted, but I stated my readiness to convey to Your Lordship such representations regarding the real state of the settlement as would enable Your Lordship to judge of the course to be pursued. The length of time before an answer could be expected and the difficulty in making arrangements of this kind by correspondence being suggested I was asked whether I would undertake to represent in person to His Majesty's Government the state of the colony and advocate its cause. I replied that it would not be proper for me to quit the colony unless it were recommended by the concurrent wishes of the settlers at large, and that it would be useless on my part to go to England unless I had some trustworthy assurance from the leading persons in the colony that they would not remit any exertion in the meantime for the advancement of the undertaking and the maintenance of a proper feeling. If, however, I should be satisfied on these points I should not decline the mission proposed to me. The gentlemen present stated it to be the

general opinion that some such measure was requisite for the public welfare, and that they believed it would tend very much to restore confidence, but that they would consult, with my permission, public opinion upon the subject.

Having brought the question referred to before my Executive Council on the 29th June . . . it was the unanimous opinion of the members that the measure proposed would afford satisfaction to the community, tend to the good of His Majesty's Service, and go far to restore and maintain those exertions on the behalf of individuals which were necessary to the success of the colony. In consequence of this recommendation . . . I determined upon its adoption and issued a public declaration to that effect.

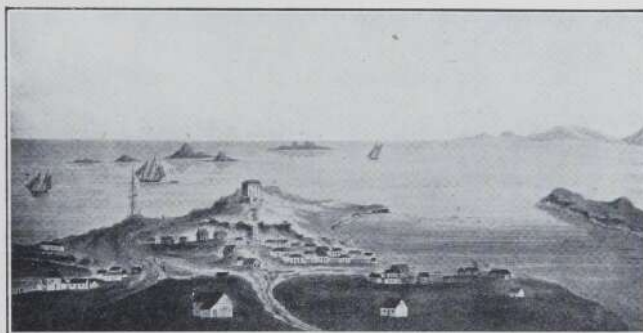
The above extract from the despatch has been quoted at length in order to prove the falsity of the contention so often put forward that the object of the Governor's mission to England was to endeavour to secure the transportation of convicts to the colony in order to expedite the construction of roads, bridges, and other public works. In his work "The State and Position of Western Australia," published in 1835, Captain Irwin (who commanded the troops in the colony from 1829 till 1833, and who acted as Lieutenant-Governor after Captain Stirling's departure) points out that no such wish was expressed in the memorial of the colonists. "The colonists," he says, "having had before their eyes in the neighbouring penal settlements the serious evils inflicted on society by the employment of convicts . . . have firmly resisted the temptation to seek such a remedy for their wants." Considering that one of the principles laid down on the establishment of the colony was that no convicts should be sent there, a principle which no doubt influenced many in deciding to emigrate, it is not likely that, even if such a request had been put forward, the English Government would have given it any consideration at that early stage of the colony's history.

One of the first difficulties that Captain Irwin had to contend with after the departure of the Governor was renewed activity on the part of the natives. He had, however, the temporary satisfaction of securing the notorious Yagan, who was imprisoned on Carnac Island in charge of Mr. R. M. Lyon, a gentleman with pronounced philanthropic views. Every attempt was made to civilize the native, but just as Mr. Lyon was beginning to feel that his methods were successful Yagan escaped and regained his tribe. The spearing of a soldier's wife shortly afterwards went a long way toward alienating the little remaining sympathy of the whites for the aborigines. Even the advocates of kindly treatment felt that drastic steps ought to be taken. As a result the history of 1833 and part of 1834 is practically the tale of native aggression and repulsion. Thefts were incessant, murders increasingly frequent, and the settlers lived in continual fear of an outbreak, a fear that was enhanced by their knowledge of the treacherous and cunning nature of the aborigines. The

colonists were also at a disadvantage in that the natives made no open attack, but confined themselves to covert acts of theft, and to acts of violence and even murder upon individual settlers or their servants. The Government forbade anything in the nature of an organized expedition against the blacks; any action taken must be against individuals by way of punishment for specific crimes. This appearance of weakness on the part of the settlers, combined with the fact that the initial fear of the white man's weapons had worn off, caused the natives to become more daring, and by the middle of 1833 the situation was one of no little danger to the colony. Toward the end of April, 1833, there occurred the wanton murder of an unoffending native by one of Major Nairn's servants, who had formerly been in Tasmania, simply to show how the aborigines were dealt with there. Immediately afterwards another native was killed during an attempt to rob a store at Fremantle. These two deaths seem to have had a disastrous effect and to have raised a spirit of revenge among the surrounding tribes.

Under the leadership of Yagan, Midgegooroo, and Munday—three redoubtable chiefs—a party of natives set out from Preston Point early on April 30 with the deliberate intention of committing murder as an act of retaliation. Strange to say, they fell in with the same cart from which the Tasmanian had shot the innocent black at almost precisely the same spot on the Canning Road. In it were two brothers named Velvick, servants of Mr. Phillips. These were speared and the bodies mutilated beyond recognition, the murderers afterwards escaping into the bush. Such an act could not be allowed to pass without the utmost endeavours to mete out punishment to the offenders. Accordingly the Lieutenant-Governor issued a proclamation outlawing the three leaders and offering rewards for their apprehension, dead or alive. From that time it is evident that the desire for revenge, irrespective of any question of justice, actuated the settlers as well as the natives. Parties were formed and the surrounding country scoured in every direction for Yagan and his companions. Eventually, on May 16, Captain

Ellis managed to secure Midgegooroo, who, after a patient investigation, was condemned to death and publicly shot in front of Perth Gaol within a week of his capture, in the presence of the Lieutenant-Governor and Council, the event being almost one of general rejoicing. The search for the other ringleaders was then continued with vigour, and it is to be feared that the feeling of hatred and distrust which then existed was the cause of more than one innocent native being shot down. To place the matter on a saner footing it became necessary for the Government to issue a proclamation pointing out that offences against the aborigines would be visited with the same punishment as if committed against any other of His Majesty's subjects. This and the fact that advocates were not wanting who pointed out that the natives were merely obeying a natural or tribal law stopped the continuance of outrages, but did not cause the settlers to relax their efforts to capture Yagan and Munday. The death of the formidable leader was finally



VIEW OF FREMANTLE, 1832, FROM THE CANNING ROAD.

encompassed by what was an undoubted act of treachery. Two lads named Keats observed Yagan and some companions making their way to the house of Lieutenant Bull for flour; they fraternized with them, and then as soon as a favourable opportunity occurred the elder

shot Yagan in cold blood. In retaliation the natives attacked the lads and succeeded in killing the murderer, though not until a second black had been dispatched. The two aborigines chiefly responsible for the conflicts that had occurred being thus accounted for, the Government, as a token of reconciliation, removed the ban of outlawry from the remaining leader Munday. Other steps were also taken to bring about a friendlier state of affairs; these met with some degree of success, and for a few months the settlers had freedom from molestation.

Notwithstanding the unrest created by these troubles, the area of land under crop was increased during 1833 to something like 600 acres, and it was felt that there was every prospect of reaping sufficient grain to meet the wants of the community. In fact, a ship from Tasmania with a cargo of 2,000 bushels of

wheat, sent by Governor Arthur during June, returned to Hobart with the information that the grain was not required. Material progress was evidenced by the improvements in methods of communication; roads were being made between the settlements, channels through the flats at the present Causeway were begun, and improvements to the jetty at Fremantle were under consideration. A weekly newspaper, *The Perth Gazette and Western Australian Journal*—which still lives as *The West Australian*—was established at the beginning of the year, and exerted considerable influence in the progress of the settlement. One of its first actions was to revive the agitation for the establishment of a bank. The question was also taken up by the Agricultural Society, but the same obstacles which had previously stood in the way of its solution still prevailed. The Society therefore sought to form an institution which might be able to supply some of the benefits of a bank, though not in the way of monetary loans. The result was the establishment of the Swan River Barter Society, each member of which agreed to accept the notes of any other member in lieu of cash, provided they were presented according to a stipulated form. Two forms were provided, one for the use of agriculturists and the other for merchants. The person who tendered the note for payment to any agriculturist had the right to choose the kind of produce he would take for it, and the agriculturist was not compelled to take from the merchant any article not in general consumption. The institution was to be under the wing of the Agricultural Society, which was to settle any dispute about prices or values. Each member was allowed fifty notes, each note having a face value of £1. Any defaulter was to be immediately excluded from the privileges of the Society. Although never fully carried out, the project met with a certain amount of success, and to it is due that system of exchange and barter which in the absence of sufficient ready money became so general in succeeding years throughout Western Australia.

Another system initiated during 1833 was that of parcelling out allotments of from 20 acres upwards to servants and labourers. Two objects were sought to be achieved by this departure—to keep a sufficient amount of labour round the settlement and to give the working class an opportunity of building up a competence. Unfortunately the scheme met with very little success, probably due to want of good feeling between servants and masters. Many of the settlers were unsuitable for their positions as masters, and a great number of the servants were utterly incompetent as agriculturists. Its failure is a matter for regret, as efficient labour was urgently needed, and the stream of immigration had been very adversely affected

by the misrepresentations spread abroad, and by the superior inducements which the other colonies were believed to afford.

An attempt was made during the year to open up relations with India, and a company was formed at Calcutta with that object in view. It was proposed to establish an Anglo-Indian settlement near King George Sound, and the barque "Mercury" left Calcutta in October with the first load of passengers and stock. Unfortunately she was never again heard of. Such a sad event naturally put an end to the operations of the Company, and Western Australia lost what would have almost certainly proved to be a very valuable acquisition to her resources.

Exploratory work during 1832-3 was practically confined to elaborating the information concerning districts already recognized as being within the settlement. The area of country of which the administration possessed, at any rate, some general knowledge was large enough to meet any demands for land that were likely to be made. It was felt that greater benefit would result to the colony if more were known of that area than if time were spent in securing a vague idea of portions lying beyond it. In addition, the roving spirit and the desire to seek for some new place were wearing off. The settlers whose opinions would have been of any value were actively employed clearing and planting their own grants. The officials were busily engaged in their official duties and had little spare time for outside work. Nevertheless, from time to time trips were undertaken and results of value achieved. Ensign Dale and Dr. Collie greatly enriched the store of information concerning the district round King George Sound, and J. G. Bussell made a careful examination of the Vasse district which resulted in the profitable settlement of that portion of the colony.

Captain Irwin, who had occupied the position of Lieutenant-Governor from the date of Captain Stirling's departure, left for England in September, 1833, and Captain Richard A. Daniell became Lieutenant-Governor for the remaining period of Stirling's absence.

The year 1834 witnessed the revival of the original hopeful spirit on the part of the settlers. This seems to have been due in part to information which reached the colony toward the end of 1833 to the effect that the Governor had met with a large measure of success in his representations to the Home authorities. The principal reason, however, was that the colonists had learned the lesson of colonization—that satisfactory results could not be looked for all at once, but could be achieved only by years of toil. Their experiences of the previous years had given them a knowledge of the soil and its possibilities; they knew what to do, and were no longer experimenting in the

dark. They recognized that the country possessed all the potentialities necessary for the realization of their original expectations, but that its rewards were only for those who were prepared to labour and to wait. The factors that had operated in retarding the expansion of the colony were three—the misrepresentation of those who had left the settlement, the inefficiency and lack of interest on the part of the British Government, and the ignorance of what they would have to encounter on the part of the colonists themselves. These factors were in a measure ceasing to have any effect. The misrepresentations were being appraised at their true value; the Home authorities showed some slight indication of being prepared to listen to reason; and the settlers themselves understood better what was demanded of those who undertook to found a new colony.

The revival of hope and confidence resulted in a steady progress being manifest. This was more evident, perhaps, in the settled and orderly condition of the towns and selections than in any abnormal increase in the productions of the soil, though the report of the Agricultural Society for 1834 considered the results achieved in the way of agricultural and pastoral development were very encouraging. Statistics collected for the purposes of the report showed that there were 809 acres under grain of various kinds, 109 yielding potatoes and other vegetables and fruits, and 118 lying fallow, which would have been utilized but for the absence of seed wheat. The available stock consisted of 84 horses, 78 mares, 307 cows, 96 working cattle, 97 bulls and steers, 3,545 sheep, 492 goats, and 374 pigs. The wool clip for the year amounted to 7,585 lb. Nearly every kind of European fruit-tree and shrub had been planted, and some of them, particularly the vine, olive, fig, and peach, appeared to thrive well. Both this and the preceding report mention the occurrence of a disease among the live stock which had been the cause of considerable loss, and which even the most experienced among stock failed to diagnose. Many of the flocks and herds were moved from the coast to the Avon district in the hope that a change of herbage would stamp out the evil. Unfortunately the change served to make the mortality only greater. As a matter of fact, this was the Western Australian farmer's first experience of the poisonous plants growing in various districts, and which have been the cause of so much trouble and expense ever since. This report of the Agricultural Society is of particular value, sounding as it does the first distinct note of confidence in the future of the colony.

In the condition of the towns may be found, perhaps, the best index of the progress of the settlement during the first five years of its existence. Fremantle

had become a compact little seaport town with a few made roads and the predominance of hotels and stores usual to such places. Ferries across the river had been established at Fremantle, Preston Point, Mount Eliza, and Guildford, and roads as well as river communication existed between the port and the capital. Perth had grown into a large straggling village, with one main street, St. George's Terrace, which ran parallel with the river and was about a mile in length. On either side of it were the Governor's House, Government Offices, Commissariat Stores, Court-house, Gaol, and Barracks. Those lastnamed occupied the site on the north side of the present Treasury Buildings, and to their presence Barrack Street owes its name. Clustered round the offices were the dwellings of many of those engaged therein, and from the surrounding bush there peeped forth the modest dwellings of the settlers. To the westward was a flour-mill erected at considerable cost by the Civil Engineer, Mr. H. W. Reveley, a personal friend of Byron and Shelley. Across the river at Point Belches (Mill Point) was another mill, the property of Mr. W. K. Shenton, the walls of which are still standing. Along the course of the river from Perth to Guildford were many farms and selections, some of which, notably those of Messrs. Hardey and Clarkson at the Peninsula, showed the work of experienced hands. Guildford itself was an industrial village, composed chiefly of servants and others to whom small grants had been made. Beyond the town, at the junction of the Helena and the Swan, were many of the principal selections. The soil was good and the situation admirable. Here were the properties of Captains Stirling and Meares, Messrs. Walcott and Wells, and many others. Higher up the river were the grants of Dr. Harris, Messrs. Yule, Leake, Lennard, Brockman, Mackie, Irwin, and others, all of whom had laboured to make their holdings successful, and to whom much of the renewed spirit of confidence was due. In the Canning district, which was connected with Perth by two roads—one through South Perth and the other through Guildford—were the properties of Major Nairn, Messrs. Bull, Phillips, Wallace Bickley, Hester, and Captain Bannister, all of which were being cleared and improved. Kelmscott which had been proclaimed some two years previously, existed only in name, no development having taken place probably owing to distance from the market. York was reached by a bush road from Guildford. The principal settlers there were Messrs. Bland, Trimmer, and Heale, the first of whom devoted his attention to pastoral pursuits with considerable success. On the Murray were the establishments of Messrs. Peel and Hall and Captain Byrne. Other grants had been made in the district, but fear of the natives kept the owners from living upon them. At Augusta good progress had

been made largely through the efforts of Captain Molloy and Messrs. Turner and Bussell. The population numbered about 100 and formed on the whole a fairly prosperous little community. The settlement at Albany made little advance, notwithstanding the efforts of Sir Richard Spencer, the Government Resident, to push it forward. The few people who were there seem to have developed a Micawber-like habit of waiting for something to turn up. Port Leschenault, like Kelmscott, remained a settlement merely in name. No part of the colony, as may be seen, could be said to have advanced with any degree of rapidity, but there is ample evidence that, despite their despondency, the settlers as a whole were doing everything that limited facilities would allow to lay the foundations of future prosperity and permanence. They were still harassed by the want of ready money or specie and the scarcity of provisions. The first difficulty was in some degree met by the issue from the Commissariat Office of £1 notes, signed by the Deputy Assistant Commissary General and countersigned by two members of the Executive Council, and made payable on demand either in specie or by Treasury bill. The second was not so easily remedied. A recurrence of the conditions of 1832, combined with the fact that the stock of locally-grown wheat had been almost exhausted, brought the settlers once more dangerously close to starvation. For some unexplained reason the authorities did not at first seem to realize the position, and it was not until matters reached a critical stage that the Government schooner was dispatched to the Mauritius for supplies. By the beginning of September it was found necessary to exercise the strictest economy in the use of the remaining foodstuffs, and until the arrival of several ships later in the month the settlers were practically reduced to a famine diet. Though the danger was thus averted, high prices continued to rule until the end of 1835, when a plentiful harvest brought the cost of living down to normal, and dispelled the fear of further scarcity of the necessaries of life in the immediate future.

In the year 1834 the suggestion to establish a penal settlement was first raised. The residents of Albany, disheartened by the trials and difficulties of pioneering work, and probably influenced by the remembrance that the first settlers at King George Sound were convicts, decided to petition the Imperial Government to allow convicts to be sent to Western Australia. They recognized that the colony was established upon the principles of free labour and that the presence of convicts offered serious objections, but urged that forced labour was necessary to open up proper lines of communication between the various settlements, and to undertake the various other works by which alone the

advancement and prosperity of the colony could be secured. They were persuaded that the country was not deficient in natural possibilities, but felt that in the absence of a market the settler had no inducement to labour. The only remedy was the introduction of convicts. Failing that, they felt the settlement could advance only at the sacrifice of the first settlers and their entire capital. The petition did not meet with any support from settlers in other parts of the colony, and though forwarded by the Governor to the Secretary of State, it was accompanied by the information that he did not feel disposed to recommend it. Under the circumstances the petition was refused, but the wisdom of the majority of the settlers and of the Home authorities may be questioned in the light of events of less than fifteen years afterwards, when at the request of these same colonists convicts were introduced to carry out the same policy of construction and development that was urged at this time, and which would have been of such inestimable value to the settlers of those early days.

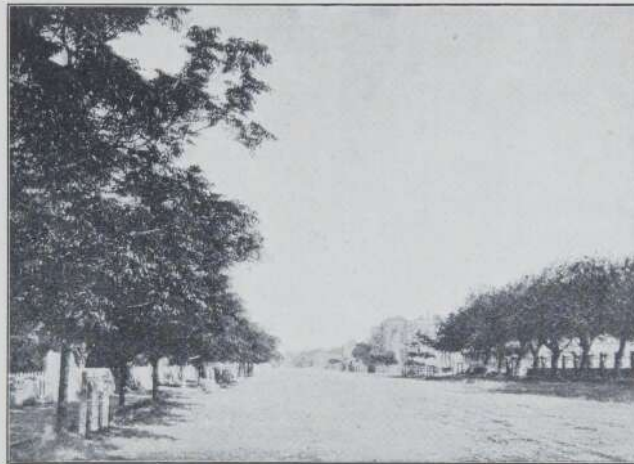
The respite from native attacks and depredations that followed the death of Yagan was ended early in 1834 by the same band of natives—the Murray River tribe—which had caused most of the previous trouble. The members of this tribe, which was the only one with which the colonists had so far any difficulty, were of a savage and warlike disposition, capable of any degree of treachery, and most inveterate thieves. From the beginning of the year they had been very troublesome throughout the Swan River district, and in April became so fearless as to make an attack in open daylight upon Mr. Shenton's mill at Point Belches. After threatening to kill the occupants if they attempted to raise an alarm they looted the place and carried off about half a ton of flour. For this offence four natives were captured, three of whom were publicly flogged. About the same time an attack was made upon Mr. Burges' farm and a quantity of wheat was stolen. One of the natives concerned in this raid was captured and confined in the soldiers' barracks. In attempting to escape he was shot by a soldier named Larkin. This set the tribal law of retaliation in motion and Larkin soon suffered the penalty, being speared in the barracks' enclosure. This open defiance threw the settlers into a state bordering upon panic. The Government, loath to take drastic action, confined itself to ordering Captain Ellis, the Superintendent of Police, to search for the murderer and patrol the settlement as a means of protection. The relief afforded by these measures, however, was only temporary. The natives moved outside the area of patrol, and soon there came news of murders out on the York Road and away in the Murray district. So strong was the opposition shown by the natives

along the Murray toward the whites that few were brave enough to attempt to cultivate their grants. The district possessed some of the best land known to exist, and many grants had been taken up, but the fear inspired by the aborigines almost caused their abandonment. Matters reached a climax in July, when two settlers were murdered and two others severely wounded. These crimes put any further thought of mild treatment out of the question. The authorities were compelled to mete out drastic punishment to the ferocious blacks, who robbed with impunity and did not hesitate to threaten the settlers with death. The Swan River natives being quiet and peaceful, Captain Ellis was instructed to proceed with a body of police to the Murray district. At the same time the Governor paid a business visit to Mr. Peel, whose grant was within the area of disturbance. On arrival an expedition was organized, which proceeded toward the site of the proposed town, Pinjarra. Here it fell in with the main body of natives, and the encounter since known as the Battle of Pinjarra took place. The engagement was short but sharp, and in the result more than half the male members of the tribe were killed and several of the women and children captured. The attacking force did not emerge scathless, and unfortunately Captain Ellis was so severely wounded that he died within a fortnight. The prisoners were released and instructed to return to their friends with the information that any recurrence of the troubles or any attempt to avenge the punishment just inflicted would be met by the destruction of the whole tribe. This salutary lesson, which ought to have been given two years earlier, ended all trouble as far as the Murray River tribe was concerned. On the return of the expedition proposals for an experiment in civilizing the natives were set on foot, and a reserve at the foot of Mount Eliza was used for the purpose. One of the settlers, Mr. F. F. Armstrong, who had become familiar

with native ways, was placed in charge, and for many years carried on the work with fair success. This movement undoubtedly helped toward bringing about a better understanding, and at the same time served to show that the colonists did not look upon the aborigines merely as vermin and therefore to be exterminated.

In June the Governor, who had been away from the colony since August, 1832, landed at King George Sound, but did not reach Perth until a couple of months later. During his absence, which had been wholly in the interests of the settlement, the honour of Knighthood had been conferred upon him. His return was made the subject of general rejoicing, more particularly as it was thought that the rumours of his success in his mission were in the main true. The alterations in the system of government were, shortly, that the Legis-

lative Council was to be increased by the addition of four unofficial members to be nominated by the Governor, and its sessions were to be open to the public. The civil and military establishments were to be increased and the expenditure in regard to them placed upon a different footing. Revenue was to be derived from a duty on spirits and sales of



ST. GEORGE'S TERRACE, PERTH, 1870.

Crown lands, supplemented by a colonial grant or grant-in-aid from the Imperial Treasury sufficient to meet the necessary expenditure. The expenditure was to be allocated and controlled locally, subject, of course, to disallowance. The land laws were to be liberalized so as to enable occupants to dispose of their holdings, even though the conditions of improvement had not been carried out. The colonial stores were to be closed, but sufficient foodstuffs to prevent famine were to be kept in the Commissariat Stores, such supplies to be obtained from local sources where possible. The gist of these alterations, without any mention of the method of increasing the membership of the Legislative Council, had been communicated by Stirling to the colony in the previous year. In concluding that

letter he says:—"In making these several concessions the Government considers it will have accomplished all that the settlers ought to expect. In the advancement of their particular pursuits, in the cultivation of the soil, and in the conversion of its natural resources into a productive state the colonists could not desire any solid or permanent benefit from the assistance of the Government, and in all such matters they must therefore rely upon their own means and industry. They will be protected by a local government; they will enjoy the benefit of English laws; their interests will be superintended by a Legislature composed in part of persons taken from their own body, and with these advantages, if private capital and enterprise cannot accomplish all that remains to be done to render the settlement prosperous, it will not owe its failure to any want of attention to its interests on the part of Government."

The satisfaction that had been expressed when the tenor of the alterations became known in 1833 was considerably modified when the exact terms were made public, and it was seen that the proposals scarcely met the difficulties referred to in the memorial of 1832. It was decided, however, to take no further action until the new system was brought fully into operation. This the Governor proceeded to do with all possible dispatch. On August 26, 1834, a Government Notice was issued detailing the increased civil establishment and the regulations for the management of public business. This was followed in September by the rules and regulations for the assignment of town allotments, providing that a right of occupation might be secured at a minimum price of from £2 to £5 according to the town, which right would merge into a title in fee simple as soon as certain stipulated improvements had been effected and a fee paid for registration. In October the conditions of sale of Crown lands at a minimum of 5s. per acre (as previously determined) were published and in January, 1835, the Governor laid before the Legislative Council the estimates of revenue and expenditure for the year. This was the first document of its kind, and as it contained the plans for revising and extending the revenue and expenditure which had been decided upon during the Governor's visit to England it created considerable public interest. In bringing it forward Stirling was careful to call the attention of the Council to a despatch of March 4, 1832, by which the procedure was authorized, and in which it was laid down that control over the Estimates extended only to the revenue raised by local taxation, and did not refer to "funds arising from the property or droits of the Crown." That the proposals would not meet with the approval of the people even the Governor himself seems to have been aware, as he proposed that the Council should form

itself into a Committee to consider them in his absence and to suggest others if it failed to approve of them. This course was adopted and in the result fresh proposals were suggested by the Committee. The principal point of difference was the expense necessary to maintain a police corps. The objection raised was that this meant increased taxation, and that if such taxation had to be imposed the money derived might be better spent on more urgent requirements such as roads and bridges. It is a curious fact that on more than one occasion the roads and bridges vote has determined the fate of colonial Governments. Feeling that he was not justified in hanging up the whole budget until the opinion of the Home authorities was known, the Governor accepted the amended proposals and the Estimates were then approved.

The firm stand taken by the Council in this matter was due mainly to a large public meeting of settlers called by requisition to the Sheriff and held in February, 1835, at which dissatisfaction with the results of the Governor's mission was expressed in no uncertain voice. The real source of the trouble was unquestionably the amendment in the constitution of the Legislative Council. The colonists expected that the unofficial members, whom it was proposed to add, would be elective and not nominated. When it was found that such was not to be the case the cry that it was against the spirit of the British Constitution to be taxed without representation was raised, and the suggested financial proposals strenuously opposed. So strong was the feeling that the Governor was requested not to carry the provision for nominated members into effect. As a matter of fact, no additions to the Council were made by this means during the administration of Governor Stirling, though the delay was due not to any deference to the wishes of the colonists, but to a despatch from the Colonial Office instructing the Governor to defer any augmentation until further advised. Other matters beside the questions of the augmentation of the Legislative Council and the reduction of the police corps that were dealt with at the meeting referred to were the inability of the colonists to bear further taxation, the publication of Government accounts, the inadvisability of further taxation until elective representation in the Council was conceded, condemnation of the departure from the original conditions of the land regulations of 1829, a request that the extent of the land grants made to civil, naval, and military officers be made public, and a resolution in favour of the establishment of a bank. The settlers further expressed dissatisfaction with the tenor of the despatches received from the Home authorities, which they considered unexplainable, except on the hypothesis that trustworthy information concerning the condition

of the colony was not forwarded by the local Government. All these points were subsequently embodied in a memorial and transmitted to the Secretary of State.

That the Governor did not approve of the turn that affairs had taken is clear from two despatches, one unofficial forwarded just after the date of the public meeting, and the other official, detailing the various alterations in the administration and also explaining his reasons for agreeing to the amended financial proposals. In the first of these documents he says, in referring to the copies of newspapers enclosed:—"I believe the only point in them to which it is worth while to draw your attention is the report of a public meeting of the settlers held at Perth on the 16th ultimo. As the Governor and his measures appear to have been tolerably well abused on that occasion perhaps I am not an impartial judge of their proceedings in other respects; but I cannot help feeling alarmed at the injury which may be done to the settlement by the self-conceit and absurdity of a few individuals. The resolutions which were adopted at the meeting have not led as yet to any application to the local Government, but in my opinion the immediate destruction of the colony would be the consequence of

granting them the objects of their desire. With the exception of this tendency to be dissatisfied with that which has been done for them as colonists, and the wish on the part of some useless people to make themselves important by exciting discontent, the colony is in a progressive and satisfactory state." In the second despatch, dated May 4, 1835, after describing the changes in administration made in accordance with the decisions of the Home authorities, with which he was fully in accord, he points out that it would give him the greatest pleasure if he could state with truth that the colonists generally were of the same opinion. The requests put forward by the settlers seem to have been both reasonable and just, and it is hard to understand why the Governor so bitterly opposed them. To characterize practically the whole unofficial portion of the settlement as "useless persons" even in an unofficial document was scarcely

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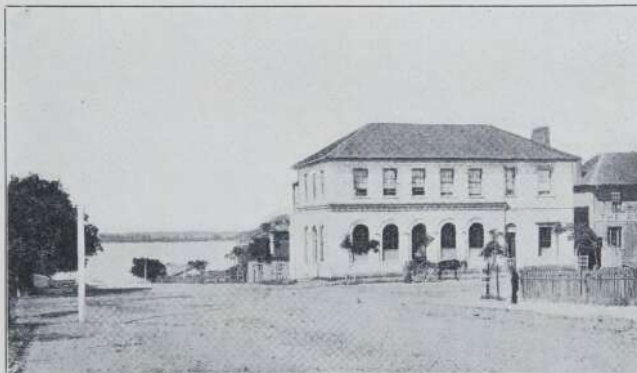
wise. The difficulties in the way of giving effect to their wishes may have been, and perhaps were, insurmountable at the time, but even so the attitude of the Governor was not one to be commended. Facts like these help to sustain the opinion that the administration of Sir James Stirling was not entirely successful. Owing no doubt to the representations made by the Governor little or no attention was paid to the settlers' requests for some considerable time.

The year 1835 was devoid of anything in the way of important happenings beyond the burning question of government. Some progress was made in the way of agriculture and the number of stock was materially increased. At the end of the year the Agricultural Society estimated that 1,579 acres were under crop and that the settlers possessed 7,158 head of stock, of which number 5,138 were sheep. During the six years of the colony's existence 163 ships had arrived, bringing

2,281 passengers and imports to the value of £394,095. In comparison with 1834 very little trouble was experienced with the natives during the year.

The opportunity for the development of pastoral pursuits, which had begun to attract attention in 1834, became more evident during the

period 1836 to 1838, and to these years may be ascribed the beginning of that industry upon which the success of Western Australia practically depended until the time of the gold discoveries of the early nineties. To keep sheep was easier and in a way less expensive than to till the soil, besides which the profits from wool were surer and larger than those from wheat. Consequently while agriculture was not neglected, the rearing of sheep was looked to as the principal industry. Strenuous efforts were made in 1836 and 1837 to import sheep, but without much success. In 1838, however, owing to the arrival of new settlers with capital and to the determination of the old ones to test their convictions, large purchases were made. By that time the area of land available for pasturage had been greatly extended. The Avon, Plantagenet, Williams, Vasse, and Murray districts had been opened up and fairly well stocked. A



BARRACK STREET, PERTH. 1870.



comparative return of the sheep in the colony in 1834, when the industry was first suggested, and in 1838 shows the progress made. As against 3,545 head in 1834 there were 15,590 in 1838, and the value of wool exported had risen from £760 to £1,935. The total trade of the colony in the latter year was represented by exports to the value of £6,840 and imports £46,766. The revenue was £4,551 and the receipts in aid £7,361, while the expenditure was £12,277. The total acreage under crop in 1838 was 2,447, and the wheat yield amounted to 22,104 bushels. A statistical return prepared by the Governor for the Colonial Office showed that the population of the settlement in 1837 was 2,032, and the value of property about £260,000, producing an annual accumulation of capital of some £72,000. These figures are of importance both in the way of refuting the prophecies of failure and of showing that the colony was in a fairly healthy condition. The great drawback to more rapid advancement seems to have been the scarcity of efficient labour. Many of the more capable workmen had become settlers with land of their own to cultivate, and few others had arrived to take their places; as a consequence agricultural development was considerably retarded. The fall in the tide of immigration was due in the opinion of the Agricultural Society to the alteration in the land-grant system which took place in 1832 and might be corrected by reducing the minimum of 5s. per acre or by adopting a graduated scale rising in proportion to the progress and resources of the colony. Whatever the reasons, the need was so great that the Legislative Council in 1838 voted £1,000 to cover the expenses of importing efficient labourers. If the money could have been applied forthwith it would probably have materially advanced the prosperity of the colony, but it was necessary first to obtain the approval of the Secretary of State, and through the delay the opportunity was almost lost. The subject of the land regulations continued to form one of the most fruitful sources of discontent among the colonists. Practically every setback that the colony suffered was ascribed to the iniquity of the regulations and there is no doubt that in some instances they were unjustly made to bear the shortcomings of the settlers themselves. From time to time they formed the subject of public discussion, and early in 1837 a petition was presented to the Governor asking him to recommend certain changes. This document averred that the alteration from the system of grants to that of sale had checked immigration and retarded progress just at the time when the settlers had overcome their critical difficulties and looked forward to some recompense for their labour. A return for three years to the system of grants was asked for and a suggestion made that each *bona fide* new settler

should receive 2,560 acres free and be permitted to purchase more if he wished at 3s. per acre. The petition was forwarded in due course by the Governor, but apparently, like several previous requests, it was not deemed worthy the consideration of the Home authorities.

The relations between the Governor and his Legislative Council did not improve during the remaining years of Sir James Stirling's term. Early in 1836 the Governor informed the Council that it was necessary to consider the Estimates in advance for the year 1837-8, as no action could be taken upon them until the approval of the Secretary of State had been obtained, and allowance must be made for the time occupied in securing that approval. This practically reduced the Council to a mere cipher. Though the Governor was in no way responsible for the procedure that had to be adopted, but was merely carrying out his instructions, the fact that such a course had to be pursued was unfortunate. After the disapproval of the Estimates of 1835 relations between Sir James Stirling and his Legislative Council had been somewhat strained, and this new phase of affairs only served to make the position worse. The result was that when the Estimates for 1837, 1838, and 1839 were laid before the Council further disagreements occurred, several items being opposed and others substituted. The Governor in these instances not being prepared to accept the advice tendered to him referred the matters for settlement to the Colonial Office. So deeply interested were the Home authorities in the colony and so pronounced in their desire to promote its welfare that up to the end of 1838, when Stirling's term as Governor ended, no reply had been vouchsafed, though nearly three years had passed since the first request had reached London. As this policy of delay and even forgetfulness seems to have characterized the Colonial Office in all its dealings with Western Australia it is not to be wondered at that the early colonists found much to complain of in the treatment meted out to them.

It will be remembered that during the periods of scarcity between 1831 and 1833 most of the settlers had been compelled to obtain supplies from the Government on credit. By a despatch of 1833 these debts were transferred by the Imperial authorities to the colony as a Colonial Fund, which it was hoped would promote the interests of the settlement and lay the foundation of a system that would "relieve the Mother Country in a short time from all charge on account of the civil establishment of the colony." No steps were taken at the time to carry out this instruction, but in 1836 a Board was appointed to arrange for the payment of these debts. In some cases the settlers were no better able to pay than when they contracted the liabilities, and in

the others any overwhelming desire to liquidate was largely absent, so that several years elapsed before the whole amount was received.

Another liability rested upon the settlers who had received land under the original conditions of grant. In those conditions the Crown reserved the right to impose a fine of 6d. per acre upon all lands not improved to a certain extent at the end of three years from date of assignment. In February, 1838, it was deemed expedient to impose this fine, and notice was issued to that effect. At the same time it was stated that all lands not improved by the end of ten years would, according to the old terms, be resumed by the Crown. Payment of the fine was to be made by the end of 1838, failing which it would be levied on the land. This was one of the wisest moves made by the Colonial Office during the infant years of the settlement, as it tended to increase the revenue at the expense of other than the *bona fide* settlers, and throw open to them good land which was not being used. This was the view taken by the public when the notice was issued, but when the time for its enforcement arrived opinion had changed, and the settlers found in the intention a further reason for their dissatisfaction.

By the end of 1836 immigration had practically ceased. This was due to the fact that prophecies of certain failure still continued to be spread about, and probably also to some inkling of the want of encouragement on the part of the Home authorities becoming known. As the need of immigration was so great it was felt that some steps should be taken to start the stream flowing again. The colonists were firmly convinced that many of the causes that led to the cessation would be removed if only full information concerning the settlement could be made public in England. This was to some extent achieved by the labours of Captain (afterwards Lieutenant-Colonel) Irwin, who had commanded the military forces at Swan River from 1829 to 1833, and who

returned to that position in 1837. Through his influence a Committee, which afterwards became the Western Australian Association, was formed in London for the purpose of disseminating particulars as to the actual state of the colony. To assist this body a further Committee was appointed locally in 1836, and for some years regular communication was kept up between the two bodies, resulting in a better understanding in England both of the hardships of pioneering and of the prospects of ultimate prosperity that the colony afforded, so that from the beginning of 1837 the opportunities that Western Australia seemed to offer in the way of profitable investment began to attract attention.

In spite of the dissensions in official circles, the colony began in these years to make some appreciable headway. Even at Albany, which usually lagged behind the other districts, indications of improvement were manifest, due to the immigration of a few Indian settlers with native servants, and to the harbour being greatly used by American sealing and whaling ships. Toward the end of 1836 H.M.S. "Beagle," under the command of Captain Fitzroy, put in at King George Sound on her homeward

voyage after a scientific expedition. On board as naturalist was the celebrated Charles Darwin. The vessel remained there for eight days, which Darwin described as the dullest spent since leaving England, and Fitzroy regretted that duty compelled him to call at such a bleak and uninviting place. York had become a thriving pastoral district, controlled by level-headed and experienced agriculturists; Augusta remained stationary, but its offshoot at the Vasse, as well as settlements at Port Leschenault, Pinjarra, and the south-west generally were beginning to move forward. Perth and Fremantle had reached the dignity of settled towns, with property valued in the aggregate at nearly £100,000, and looked upon themselves as constituting the "metropolitan area."



HAY STREET, PERTH (LOOKING EAST). 1870.

The principal evidence of progress may perhaps be found in the establishment of banking facilities. This question had agitated the public mind for years without any result. Various suggestions had been put forward, but English capitalists declined to take any interest in them, and the colonists were not financially strong enough to carry them out. The desirability of a bank was, however, never lost sight of, and in 1836 the matter became the most important topic of discussion to the exclusion almost of every other question. In January, 1837, the time was felt to be ripe. The colony had become self-supporting so far as necessaries were concerned, and only required to import implements, clothing, and luxuries, the cost of which was more than met by the exports of wool and other produce. In that month, therefore, the prospectus of the Bank of Western Australia was issued, with a nominal capital of £10,000, of which only £2,500 was required forthwith. Operations commenced in June, 1837, with such success that for some time no further capital was called up. At the very inception £4,000 was placed on deposit, and after a year's working a dividend of 14½ per cent. was paid. The good effects of the institution were soon apparent; a distinct impetus was given to development, and not only were existing industries extended, but new ones were seriously considered. One of these was the formation of whaling companies. The success of American and French whalers on the coast of Western Australia had been known for years, but the colonists had never been able to finance arrangements for sharing in that success. Such, however, was the confidence given by the free circulation of a little money that in 1837-38 two companies—Perth and Fremantle—were actively engaged in whaling operations. To the efforts of the Fremantle company is due the tunnel under Arthur's Head at that port, made so as to secure convenient access to the town. In 1837 oil and whalebone to the value of £3,000 was exported, but by the end of 1838 incapacity and mismanagement had brought about the downfall of the Perth company and seriously hampered the Fremantle venture.

The aborigines, who had been quiet and orderly since the effective punishment received at Pinjarra, again became troublesome in 1836 in the district round York. Cases of theft were fairly common, and finally two natives were shot while attempting to rob the house of a settler near the township. This incensed the tribe, and every opportunity for retaliation was seized. Sheep and even horses were wantonly killed, and at last a settler was murdered and his body mutilated. The Governor recognized the seriousness of the position and immediately strengthened the military force, thus preventing the abandonment of the district. More drastic measures would probably have been taken against the

whole tribe if the Governor had not been hampered by instructions from the Imperial authorities to the effect that the natives were to be treated in all respects as Europeans, and given the same opportunities. One would have thought that the people on the spot would be the best judges in a matter of this kind. To make regulations for the protection of aborigines was wise in itself, but to expect the settlers in a remote colony to think of regulations when harassed by a warlike and treacherous tribe showed very little grasp of the position. The result was that in 1837 the natives became openly defiant, robbing and wounding with impunity. Matters culminated in the brutal murder of two settlers named Jones and Chidlow and the attempted murder of Mr. Waylen. The incensed whites then instituted what was to all intent a man hunt, in the course of which several blacks were killed and most of the others driven away. These stern measures checked the outrages to a great extent, and such offences as occurred during 1838 were easily dealt with by the law. This necessitated a native prison, and Rottnest Island was selected for that purpose and used almost continuously until a year or two ago.

Several excursions into the unexplored portions of the territory were made about this time. With many of them, more particularly those in the south-western corner of the colony, Sir James Stirling was associated, thus gaining at first hand a knowledge of the territory. In 1836 the Moore River was discovered by Mr. George Fletcher Moore, after whom it was named, and in the course of the search excellent pastoral country was opened up. The notable expeditions of this period, however, were those instituted by the Imperial Government for the purpose of examining the coastline and exploring the interior of the north-west. H.M.S. "Beagle" was commissioned to carry out the coastal survey, and the inland expedition was entrusted to one who afterwards rose to the highest pinnacle of fame in colonial affairs, Lieutenant (later Sir) George Grey, the great proconsul. The objects of this exploration were "to gain information as to the real state of north-western Australia, its resources, and the course and direction of its rivers and mountains; to familiarize the natives with the British name and character; to search for and record all information regarding the natural productions of the country, and all details that might bear upon its capabilities for colonization or the reverse; and to collect specimens of natural history." These various objects were carried out with that thoroughness which distinguished all Grey's colonial work.

Of miscellaneous events of interest the years 1836-8 afforded but few. Once more—in 1837—scarcity of provisions faced the young settlement and possible danger of famine was not wholly averted until the harvest of

1838. A second newspaper—*The Guardian*—conducted by Nairn Clark, of duelling fame, made its appearance in 1836, but lived only a year, being killed, according to the untruthful statement of the proprietor, by the personal opposition of the Governor. Elementary education began to receive attention, and schools at Perth and Fremantle were projected early in 1838. On June 1, 1836, the first commemoration of the establishment of the colony in 1829 took place—an event which has been regularly observed ever since.

With the year 1838 Sir James Stirling's administration ended. He resigned the reins of government with the unanimous regret of the colonists. Though they had not always been able to see eye to eye with him in administrative affairs they recognized his enthusiasm and whole-heartedness in the service of the colony, and felt that the errors of Stirling the Governor faded away before the merits of Stirling the man.

Whether an impartial survey of Stirling's administration can hold it to have been altogether successful is an open question. Without doubt he was hampered by want of interest on the part of the Home authorities generally and by inefficiency to deal with matters of colonization on the part of the Colonial Office. But

even taking those facts into consideration, he lacked some of the statesmanlike qualities so necessary to the government of a new settlement. Over-sanguine and not always farsighted, he led the first colonists to expect a better state of things than really existed, and apparently not even practical acquaintance with the territory gave him that knowledge of those requirements so essential in establishing agricultural communities. But to attach to him all the blame for the depression that ensued is unjust. The settlers themselves deserve a share of it, for many of them in the hope of growing rich quickly had embarked on a venture for which they were unfitted in every possible way.

Accustomed from his naval training to obey and be obeyed without question he adhered too closely to the letter of his instructions, and leaned too little upon the advice of his Councils. Yet taking all these shortcomings into consideration, that he did so well in face of difficulties which at times nearly overwhelmed him, and under responsibilities which might easily have crushed any man, stands to his lasting credit. Though in matters of judgment he sometimes failed, anxiety to take the wisest course was always present, and all his actions were marked by a whole-souled desire to uphold the best and dearest traditions of the British race.

## CHAPTER VI.

1839-1842.

### GOVERNOR HUTT'S ADMINISTRATION — LAND REGULATIONS — PROJECTED SETTLEMENT AT AUSTRALIND — ABORIGINES — EXPLORATIONS.

Mr. John Hutt, who succeeded Sir James Stirling in the position of Governor of the colony, arrived at the beginning of 1839, some two or three days before his predecessor's departure. Mr. Hutt had previously held the office of Governor of North Arcott, in the Madras Presidency, and had been strongly recommended as Governor of the newly-established colony of South Australia, in the arrangements for the inception of which he had, in conjunction with his brother, Mr. (afterwards Sir) William Hutt, M.P., taken a very prominent part. The system upon which South Australia was colonized was so different from the method adopted in Western Australia that the early settlers were somewhat doubtful as to the wisdom of the appointment. That he had a wide theoretical knowledge of colonization was generally admitted, but it was feared that the absence of a practical acquaintance with its

trials and difficulties scarcely fitted him to follow in the footsteps of a man like Sir James Stirling. Added to that he was believed to disagree with the policy hitherto adopted, and that seems to have been counted against him, though there is no doubt that the colonists themselves were not in accord with it. At any rate, the newspaper files of the period show clearly enough that he had to fight down a certain measure of unpopularity at the commencement of his term.

One of his first official acts was to take advantage of the authority to increase the membership of the Legislative Council by the addition of four unofficial nominees, notwithstanding the opposition of the colonists to any increase in that body except by means of an election. On January 5, 1839, he nominated Messrs. William Locke Brockman, George Leake, Thomas Peel, and William Tanner, and these gentlemen

took their seats in the following March. The term of office was the duration of their residence in the colony.

His next was in connection with the land regulations. Sir James Stirling had been inclined to administer these from the point of view of the settler, and had deferred as long as he could putting into operation any of what may be termed the penal clauses of these regulations. It will be remembered, however, that in 1838 Stirling had felt compelled to give notice that the fine of 6d. per acre provided for in the original regulations of 1829 on all properties unimproved at the end of three years must be paid by December 31 or it would be levied out of the properties, and, further, that all land remaining unimproved at the end of ten years would be resumed. This notice, which was certainly in the interests of the *bona fide* settler, had met with approval when first issued, but before the time of payment arrived it had, like many other acts of the Government, fallen under the ban of the colonists' displeasure. When the time for enforcement arrived Sir James Stirling had resigned the Governorship, and it fell to the lot of Mr. Hutt to carry the notice into effect. In order to give every possible opportunity he extended the time of payment for a further three months, but notified that in case of non-payment the remission of 1s. 6d. per acre allowed on the surrender of land would be reduced to 1s. A further notice was also issued requiring the conditions of the land regulations of 1830 to be fulfilled within three months, *viz.*, that a quit rent of 1s. per acre should be paid upon properties not improved within two years from date of assignment, and that at the end of a further two years the property if still unimproved should revert to the Crown, or be subject to an additional quit rent. The time for fulfilment of these obligations had, he pointed out, already expired, and therefore the first must be fulfilled within the time stipulated, and the second by the end of 1839, failing which the land would be resumed by the Crown.

The issue of these notices met with the most strenuous opposition on the part of the colonists. The opinion was freely expressed that the Home Government desired to regain possession of as much of the land as they could secure in order to carry out newfangled schemes of colonization, to which, it was delicately hinted, the Governor was not altogether indifferent. A meeting of the Agricultural Society—the usual method of voicing dissatisfaction—was promptly held, and it was decided "That a memorial to the Home Government be drawn up soliciting a remission of fines due under the land regulations, and a grant of fee simple to settlers under certain circumstances, *viz.*, those having expended large sums on small parcels of land, considering the same as portions of their several grants from the Crown." It was also decided to petition the Governor to suspend the operation of the objectionable clauses

until a reply was received. This, however, the Governor was not prepared to do, the only concession made being that various methods of payment were allowed.

The stand taken by Mr. Hutt in these matters, and the fear that he would attempt to carry a land tax, made the meeting of the Legislative Council which was held in March particularly interesting to the colonists. Their fears at the time proved unfounded, though in discussing the Estimates the possibility of such a tax was foreshadowed. This he was strongly urged not to bring forward, as it would press so heavily upon the owners of land as to restrict development. For the time he adopted the advice tendered, but in October, 1839, he summoned a meeting of the Council to consider a Bill for the augmentation of the revenue by an assessment on land in order to provide for the establishment of a police force as a protection to the settlers against the aborigines. The strong opposition shown to this proposal and the unanimous opinion of the colonists that it would bring about serious depression in the affairs of the colony led him to abandon the idea, and substitute in its place a tax upon sales by auction.

In accordance with the notices issued a few grants of land were resumed in 1839 and a further 100,000 acres scheduled for resumption in 1840. In order, however, to prevent this policy bearing harshly upon genuine settlers the Governor viewed the conditions of alienation with the greatest liberality, and wherever possible allowed advantage to be taken of any extenuating circumstances that could be brought forward. As regards other portions of his land policy Mr. Hutt stood firm. When the Agricultural Society objected to immigrants being restricted to certain areas in selecting land and to the reservation and resumption of springs and watering-places, on the ground that these matters were at variance with the Home regulations, the Governor declined to alter his measures. On the first point he held that some concentration round existing settlements was necessary as a means of protection from natives, and on the second that springs should be reserved for the general use of all settlers.

Discontent over the various systems of land alienation adopted by the Imperial Government, and with their administration by the Governor, had grown to be something more permanent than a "hardy annual." For the first decade of the colony's existence the regulations were never absent from the minds of the colonists, and were always urged as the reason for the slow progress of the colony's affairs. Time after time memorials were forwarded asking that radical alterations be made. Changes were made in various ways, as we have seen, but there was scarcely an instance in which the alteration did not afford a source of agitation as the original had done. While the hardship engendered by the regulations must in many cases be admitted it

is only fair to the Colonial Office to point out that in the beginning the settlers readily accepted the conditions upon which land was offered to them, and, further, that in no single instance did the Home authorities ask for more than the fulfilment of their contracts. If the time spent in agitation had been occupied in endeavours to improve their holdings much of the dissatisfaction would never have arisen. The crux of the trouble was not so much the injustice of the regulations as the ignorance of the settlers as to the difficulties of transforming virgin forest land into productive areas. So anxious were they to obtain large tracts of land that in many cases they secured areas that could never be made productive except by experienced farmers—which they were not—possessing the most modern scientific knowledge, which had not then been discovered. To assist such Sir James Stirling obtained from the Home Government permission to surrender their holdings on a valuation of 1s. 6d. per acre, the surrender value to be applied as part of the cost when purchasing more suitable locations.

The expressed intention of the Governor to enforce the fines and resurreptions of which he had given notice formed the subject of a further memorial to the Secretary of State in July, 1839. No reply was received until April, 1841, when a despatch from Lord John Russell arrived stating that the questions had been referred to the Land and Emigration Commissioners, and in accordance with their recommendations it had been decided to grant the fee simple on all lands improved; to grant, in the case of unimproved land, the fee simple of one-fourth, provided the remainder was surrendered to the Crown; and in cases where improvements to a greater extent than necessary had been made on one holding, to grant the fee simple of one-fourth of the unimproved remainder, provided that the balance was surrendered to the Crown. In the same despatch Lord John advised the introduction of a land tax of  $\frac{1}{4}$ d. per acre. This latter advice the colonists declined to accept, though a Bill to impose the tax was put forward by the Governor in 1841.

The Land and Emigration Commissioners mentioned above were appointed by the Secretary of State in 1840 to control emigration and advise on colonial affairs generally, but more particularly those relating to the Australian colonies. The members were T. F. Elliot, Colonel Torrens, and the Hon. E. E. Villiers. Beyond doing a certain amount of work in the cause of emigration this Board does not seem to have had much bearing on Western Australian affairs.

Early in 1839 Governor Hutt received instructions to further amend the land regulations by increasing the upset price of Crown lands from 5s. to 12s. per acre. Feeling that to do so would be a false step, as private

sales were being effected at less than half that price, he treated the instruction as advisory rather than mandatory. In 1840 he was informed that it must be notified to the public without delay as the minimum price of land in the Australian colonies. Except as regarded land in new settlements little objection was taken to the order either then or at a later period, when the price was further increased to 20s. per acre. The objects of the alteration were to curtail the size of estates and to produce an increased revenue. The effect was to give the colonists a better chance of selling their surplus land at a more satisfactory figure, and consequently the sale of Crown lands languished.

Much of the agitation concerning the land regulations was due to the fear that the various alterations would restrict immigration and that therefore the dearth of labour would become much more pronounced. The colonists recognized that with more labour available greater development of the various industries would result and the general prosperity of the colony be stimulated. The necessity for immigration was by this time beginning to impress itself upon the Imperial authorities and others interested in Western Australia, as well as upon the local Government. In 1840 the Legislative Council, at the instance of the Governor, set aside the receipts from fines and land sales, amounting to £1,500, for the purpose of obtaining labour from England. The British Government tried with some success the practice of sending out youths from Parkhurst Prison as juvenile emigrants, and private bodies of persons interested in the colony evolved schemes for increasing the supply of labour upon terms that would be profitable to themselves.

One Committee made proposals to the Secretary of State with the double object of supplying the demand for labour and of attracting the enterprise of capitalists. It suggested that Crown lands should be open to purchase after survey at a minimum of 10s. per acre, that the proceeds of these sales should be employed in defraying the cost of emigration to the colony, and that Commissioners should be appointed to act under the Colonial Office to carry the scheme into effect. Provision was also to be made by which land might be sold in England and the proceeds applied to defraying the cost of sending labourers to the colony. The Commissioners were to have the power to raise loans on the security of future sales, such loans to be applied to emigration purposes. This Committee acted on behalf of a Company formed for the purpose of acquiring land in Western Australia, which had first approached the Government in 1838 prior to the departure of Mr. John Hutt.

The proposals failed to meet with the approval of Lord Glenelg, the Secretary of State for the Colonies.

While he was anxious to facilitate emigration to Western Australia he was opposed to the sale of colonial lands to a Company in England on the ground that it might lay the Government open to a charge of partiality and also cause the abandonment of the Government's policy of disposing of colonial lands by public sale in the colony. He was prepared, however, to allow the Company to pay into the hands of the emigration agent money to be expended in sending out emigrants, for which they would receive a certificate entitling them to a remission of equal amount in the price paid for any land they might purchase in the colony.

Another body active in the interests of Western Australia was the Western Australian Association, which grew out of the Committee of Correspondence formed in London in 1835, and was generally known as the "Association in Bedford Street." Its objects were to advance the interests of Western Australia by inducing the Government to offer bounties for the introduction of labour, to secure an amendment of the land regulations so that land could be taken up prior to survey, to encourage the formation of companies to invest capital in the colony, and generally to disseminate correct and useful information concerning the state of the colony's affairs. Sir James Stirling, after his return to London, became a prominent member of this body, in the work of which he was actively assisted by Messrs. Wm. Hutt and T. Bland. At a public meeting held in Perth in April, 1840, these three gentlemen were appointed agents to look after matters affecting Western Australia.

One effect of the work of these committees was the issue in October, 1839, of a Colonial Office regulation designed to encourage emigration. The terms of it were practically those embodied in the reply of Lord Glenelg dated January 5, 1839, to the first of the committees mentioned above. The regulation, which was largely in the nature of an experiment, was limited in operation to two years. The results from it were inappreciable.

Out of these various movements arose what promised to be a very important development in Western Australian affairs—the settlement at Australind. Notwithstanding the unfavourable reports concerning the sterility of the country and the destitution of the settlers that had been industriously spread about there were numbers of people who still retained their belief in the possibilities of the colony, and from the time of Mr. Peel's project attempts were continually made to form land companies for the purpose of undertaking extensive settlements therein. Most of these schemes, affected by the want of success of Mr. Peel, failed to mature, but the Western Australian Company, formed in 1839 to effect a settlement at Australind, carried its proposals into operation, and in all prob-

ability would have ultimately achieved complete success but for misrepresentation and false reports.

In 1835 a suggestion had been made to purchase Colonel Latour's grant of 103,000 acres situated on Leschenault Estuary, or to procure a portion of Thomas Peel's grant. Nothing came of it until 1838, when the first of the committees mentioned above made an unsuccessful application to Lord Glenelg for certain privileges. One of the objects the Committee had in view was to apply the principles of colonization advocated by Edward Gibbon Wakefield. Mr. Wakefield's idea, upon which the colony of South Australia was practically founded, was to colonize by means of companies, which should acquire land and send out settlers and labourers of proved competency for its cultivation. Areas were to be cut up into small sections and sold to approved settlers and a proper balance between capital, labour, and land continually observed.

The unsympathetic attitude of Lord Glenelg brought about the abandonment of the scheme, but shortly afterwards, through the exertions of Mr. Wm. Hutt, M.P., and Mr. M. Waller Clifton, F.R.S., a Company was formed called the Western Australian Company, under which the settlement at Australind was established according to Mr. Wakefield's ideas.

The site suggested was again Colonel Latour's grant, and negotiations for its purchase were entered upon. Some doubt arose as to whether this grant came under the land regulations of 1829 or of 1830. In the first case it was not liable to resumption for twenty-one years, but in the second it would be liable at the end of 1840. This question was decided by the Colonial Office declaring that it was held under the 1829 regulations, and that Governor Hutt had been advised accordingly. Everything being thus clear, the Company was formally constituted in May, 1840, with a capital of £50,000. The directors were Wm. Hutt, M.P., John Chapman, T. H. Brooking, Captain Sweny, R.N., Edward Gibbon Wakefield, Henry Buckle, C. Enderby, Jacob Montefiore, Jas. Irving, and G. R. Smith, M.P.; T. J. Buckton was Secretary and Marshall Waller Clifton, F.R.S., Chief Commissioner in Western Australia, with his son, R. W. Clifton, as his Secretary. Colonel Latour's land was purchased mainly on the recommendation of Sir James Stirling, who described it as well suited for the purpose in view. A prospectus was issued offering part of the property for sale in allotments, and a plan was drawn showing a complete and beautifully-laid-out city, to which the name Australind was given to signify the connection with India that the town was expected to possess. Land containing 51,000 acres was thrown open for selection in sections of 100 acres each at a price of £1 per acre, the purchaser of a section to be also entitled to four quarter-acre town

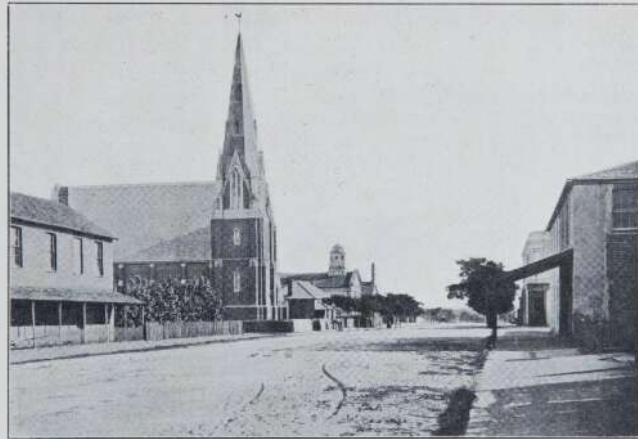
allotments, the price of which to those not taking agricultural grants was set down at £10. Half the money received from sales of sections was to be spent on conveying passengers and emigrants to the settlement, and half the sum received from sale of town allotments to be spent on improvements. So rapidly were sales effected that by the end of September 400 sections and 3,100 town allotments had been disposed of, the remainder—100 sections and 900 allotments—being reserved for subsequent sale to settlers only. Success having so far attended the project, the remainder of the staff—a medical officer and nine surveyors—were then appointed and a small vessel, the "Island Queen," chartered to convey them to the scene of operations. Soon afterwards the "Parkfield," a barque of 600 tons, was secured, and preparations made for the embarkation of Mr. Clifton and the first portion of settlers and emigrants. A second ship, with the remainder of the settlers, under the charge of the chaplain, Rev. J. R. Wollaston, himself a purchaser of land, was to follow. Then came the hitch in the arrangements. The "Parkfield" was to leave London on October 20, but on the 12th Captain Grey

arrived with information that Governor Hutt intended to resume Colonel Lantour's grant for non-fulfilment of conditions, and a rumour was also spread that in Grey's opinion the grant was practically valueless from an agricultural point of view. Expectation quickly gave way to consternation; the public feared the loss of the money it had invested, and the directors were faced with binding contracts involving large expenditure, apart from having received £60,000 for land already possibly resumed by the colonial Government, and perhaps disposed of to other settlers. It does not appear to have struck them that there was no need for anxiety on that account, as Lord Glenelg's decision superseded any subsequent act of the colonial Government. In the hope of extricating themselves

from their troubles they lent willing ears to a suggestion from Grey that the country surrounding Port Grey, between Gantheaume Bay and the Arrowsmith, in the neighbourhood of the present town of Geraldton, was not only available, but much more suitable, being one of the finest districts in Australia. Ready to take advantage of any outlet from their difficulties the directors secured the approval of Lord Glenelg to the change of locality, and then apparently congratulated themselves and the landholders upon their "happy deliverance from evil." Clifton seems to have been the only one who kept his head. He tried, though without avail, to persuade the directors to rely upon the reports of Sir James Stirling and others who had returned from the colony rather than upon those of Grey, who in all probability had never seen the locality.

Having decided upon the change the directors lost no time in making their determination public. Investors were given the option of consenting to the change of locality or of receiving back, with interest, the money they had paid for allotments in the Leschenault district. Harassed by doubts of the new territory and

afraid of the difficulties of pioneering work many of the investors withdrew, and quickly something in the nature of a panic set in. To allay the trouble Captain Grey was asked to meet a body of the landholders and give whatever information he could concerning the country round Port Grey. This was deemed so satisfactory that several who were wavering decided to remain in the venture, which might even then have succeeded but for the action of a party of investors at Halifax, who had taken up land to the value of £12,000. These withdrew their money, and in a little while such was the effect that nearly £40,000 paid for land was reclaimed. The drift was at last stayed by the action of the Right Honourable J. W. Croker, F.R.S., who refused to withdraw his investments.



WILLIAM STREET, PERTH. 1870.



In spite of all these difficulties, which were increased by the failure of the Company's bankers, the directors proceeded with the new scheme. The "Parkfield" was engaged to proceed to Port Leschenault as before, but on arrival she was to pick up the survey party, sail up to Perth so that Mr. Clifton might interview Governor Hutt, and then make for Port Grey.

Meanwhile the instructions of Lord Glenelg had reached the colony, and the notice of resumption of Colonel Lantour's land was immediately withdrawn. At the same time pleasure was expressed at the foreshadowed introduction of further capital and labour. The townsite of Bunbury was forthwith surveyed and proclaimed, and a Government Resident appointed. For the protection of the incoming settlers a picket of soldiers was stationed there, and considerable activity was shown in the settlement of the surrounding country. The advance party of surveyors landed in Koombana Bay late in 1840, and at once set about their work. In 1841 (March) the "Parkfield" with Mr. Clifton and the first portion of settlers arrived, and some consternation was created by the news that the whole party was to proceed northwards to Port Grey. This idea, however, was not carried out after all, as the Governor declined to permit a settlement at that port, owing to its distance northward precluding both means of communication and possibility of adequate protection. On the advice of Mr. Hutt therefore Mr. Clifton decided to remain at Leschenault and take possession of Colonel Lantour's grant, so coming back to the Company's original arrangement. The upset and turmoil in London had thus been quite unnecessary; that it ever occurred is unfortunate, as with the bright prospects in view at the inception of the scheme it is more than probable that the venture would have been a success had nothing of the kind ever taken place. As things were the chances of success were small from the very outset. The early trials and privations of the "first fleet" by the "Parmelia" were largely reproduced, and as a result many of the immigrants drifted away to the Swan River and other more settled parts. Notwithstanding the efforts of Mr. Clifton and his sons, the failure of the scheme became more and more apparent as time went on. The misrepresentations in London, and the doubts in the minds of the settlers themselves, many of whom were unsuitable, hindered every attempt at development. The whole place sank into a condition of chronic despondency, for which there seemed to be no possible cure. The reasons for failure have been accurately pointed out by Professor Jenks:—"A reference to the Company's prospectus shows that it mainly aimed at inducing the emigration of small capitalists, who had already bought and paid for land at the Company's offices in London, according to the vicious system, so much beloved of statesmen and com-

pany promoters, but so fatal to their clients, by which the intending settler is shown a plan of land situated some thousands of miles away, and induced to commit himself irrevocably to the purchase of a spot which he has never seen, and of which the map can only give him the very vaguest idea. There is no need to attribute any conscious injustice to the organizers of such schemes. The natural desire to retain as much control as possible at headquarters, and to secure the investor beyond redemption, is sufficient to recommend the plan."

The arrival toward the end of 1842 and the beginning of 1843 of ships with about 400 fresh immigrants induced a little activity for a while, but matters soon settled down again into their former condition. Everyone seemed to lose heart and failure was written large over the whole venture. In addition Mr. Clifton was hampered by the inability of the directors in London to appreciate the position. About the middle of 1843 the final distribution of rural lands took place, and shortly afterwards instructions were received to stop all sales and discharge the surveyors. Before the end of the year Mr. Clifton was himself released from duty, and his son appointed agent to dispose of the remainder of the property at 2s. per acre. So ended, within a space of three years, the second large colonization scheme attempted in Western Australia. That of Mr. Peel in 1829 was impossible from the beginning, but a better knowledge of local conditions on the part of the directors of the Western Australian Company might have made that of Australind successful. The application of Mr. Wakefield's principles of colonization ceased with this experiment, though some attempt was made in 1849 to establish a new company on the ruins of the old one. From the point of view of the colony generally there was some little gain by the Australind venture, as it brought about the introduction of at any rate a few badly-needed labourers, the population having increased from 2,760 in 1841 to 3,476 in 1842.

Another important phase of the affairs of the colony to which, in addition to the land question, Governor Hutt gave the closest attention was the treatment of the aborigines. Having come to Western Australia with certain preconceived ideas upon this question he devoted considerable time to an endeavour to carry them into effect. Those in England who did not understand the circumstances had made a good deal of capital out of the affrays that had taken place between the settlers and the natives in various parts of Australia. Influenced by the opinions thus promulgated the British Government decided to inaugurate a new policy which should have the effect of preserving and civilizing the natives, and at the same time prevent oppression on the part of the settlers. As this policy was in accord with the Governor's own views

he entered into its operation with zest. In 1839 instructors to the natives were sent to all the colonies, Messrs. G. Barrow and C. Symmons being those appointed to Western Australia. Native schools were established—the first being those under the Wesleyan Church—and land bounties offered to those settlers who were prepared to give instruction to the aborigines and make some attempt to civilize them. The effect of these admittedly wise measures was not, however, at first apparent. Trouble with the aborigines still continued, and had to be met in the way that the colonists had previously found effective. Throughout 1839 robberies were frequent and on more than one occasion stock was killed. Such events as these the colonists were becoming used to, but the hideous murder of a white woman and her eight months old child by the York natives called for signal punishment. After some trouble two of those concerned in the affair were caught and hanged on the scene of the offence. Later in the year a second murder was committed in the Canning district, and in 1840 a third by some natives near Leschenault. In 1841 there occurred an incident which, if true, can only be described as

an act of atrocious cruelty and savagery on the part of some of the settlers in the south-west. Early in the year a settler at Wonnerup, George Layman, offered some indignity to a native, in return for which he was on the first convenient opportunity speared through the heart. An avenging party under Captain Molloy set out and, it is said, ultimately succeeded in surrounding the whole body of natives on an open sand-patch, whereupon they proceeded to shoot the unfortunate aborigines in cold blood, not stopping till the adult males had all been accounted for. Colour is lent to the story by the fact that there is a sand-patch near Minninup where skulls and bones are still to be seen, and near which even present-day natives will not go. No records of the encounter exist, and it is more than likely that it has been built up to account for the

collection of bones, which in all probability represent an aboriginal burial-place, which would be *wanytch* or sacred to the *boolyas* or spirits of the departed, and therefore to be avoided by all natives. All that is definitely known is that the murderer of Layman was shot by a soldier later in the year.

By the end of 1841 the effects of Mr. Hutt's policy began to be seen in the cessation of thefts and the establishment of more harmonious relations between the colonists and the aborigines. In fact, the end of the native trouble in the south-west portion of the colony was in sight. Isolated instances of robbery and violence continued to happen, and even happen yet, but nothing further occurred in the way of organized attack, demanding measures of repression beyond the power of the police to deal with.

While the period under review was an important one from the standpoint of land regulations, colonization schemes, and attempts to grapple with the native difficulty it was equally important from the standpoint of exploration. The districts north of Perth, and even the extreme north-west, till then a country

known by name only, were examined by Captain Grey, the coastline of the same part was accurately surveyed by Captains Wickham and Stokes in H.M.S. "Beagle," and the eastern stretches between Adelaide and King George Sound were traversed by the intrepid explorer Eyre.

Grey, who after his north-west expedition in 1837-8 had sailed for Mauritius, returned to Perth toward the end of the latter year, and early in 1839 was engaged in a search for a settler named Eliot, who had lost his way in the Williams district and had been missing for three weeks. In the course of this search, which was successful, he explored most of the country between Leschenault and the Williams. Returning to Perth, he organized an expedition for the exploration of the country lying between Shark Bay and Perth, and



MOUNT ELIZA, FROM PERTH. 1870.

spent two months, under circumstances of great difficulty and often of danger, in making a thorough examination of this district, discovering the Gascoyne, Irwin, and other rivers, the Victoria Range, and several peaks and hills. Much of the country passed through was excellent for pastoral purposes, and it was this fact that led him to urge the Western Australian Company to found the settlement of Australind in that district. Soon after Grey's reports had been placed in the hands of the Governor, Mr. George Fletcher Moore was sent to examine the coastal districts in the neighbourhood of the Moresby Range. His opinion was favourable, confirming that of Grey. Moore discovered a satisfactory harbour and named it Port Grey in honour of the explorer. This was the harbour that figured so largely in the discussion about the site of Australind. Grey then returned to England but on the death of Sir Richard Spencer came back to the colony as Government Resident at Albany, a position he occupied until late in 1840, when he succeeded Colonel Gawler as Governor of South Australia.

Meanwhile Captains Wickham and Stokes in H.M.S. "Beagle" began and completed a series of coastal surveys on the north-west coast, in the course of which the Fitzroy and Adelaide Rivers were discovered. In 1840 they examined the Abrolhos Islands, discovered a good anchorage at Champion Bay, and surveyed Dampier Archipelago. In 1841, during the illness of Wickham, Stokes sailed from Koepang to complete the survey of the coast south of Roebuck Bay, which had been left unfinished by King in 1821. Having done so, he continued his voyage to Swan River, and later in the year made a trip to determine the exact position of Port Grey, which he found to be almost identical with Champion Bay.

It was during this latter year (1841) that Mr. E. J. Eyre, who was afterwards Governor of Jamaica, accomplished an overland journey which ranks as one of the greatest feats in exploration ever performed in Australia. In an attempt begun in the previous year, to cross overland from Adelaide to Western Australia, Eyre had failed through want of water. Having sent back the majority of his party, he started from Fowler Bay with a companion, Baxter, and a blackboy named Wylie to reach King George Sound or perish in the attempt. A short distance south-west of Eyre Sand-patch two natives who were accompanying them murdered Baxter during the night and got away with most of the provisions. Eyre and his blackboy were left to accomplish a journey of some hundreds of miles through unknown country with 40 lb. of flour and four gallons of water. This they succeeded in doing after undergoing the severest hardships; in fact, they would in all probability never have got through but for their fortunate meeting with and kind treatment by Captain

Rositer, of the whaler "Mississippi," who rendered them every possible help when reduced to the last extremity of hunger, thirst, and fatigue. Eyre's journey, which was the first successful attempt to cross the continent, was of the greatest geographical importance, as it settled the question of rivers emptying into the Bight, and proved that there was nothing in the nature of a great inland sea.

Other short exploratory tours were made about the same time, principally for the purpose of further opening up the south-western districts, which were regarded as the most promising portion for development, and of which accurate and complete information was desirable.

With regard to strictly local affairs, the reports of the Agricultural Society for 1839-42 show that very definite expansion was taking place, though still limited by the want of labour. The chief development was to be found in the pastoral industry. By the end of the latter year the number of sheep had increased to over 60,000 and wool to the value of £6,348 was exported. Other live stock showed a corresponding increase in numbers, but the same indications of progress were not apparent in the amount of land actually brought under cultivation. The area of land under crop, which in 1839 stood at 2,725 acres, had increased to only 3,047 in 1842, due partly to the difficulty of securing labour and partly to the fact that better results, at the cost of less exertion, could be secured by sheep-farming.

Owing to the increased prosperity the deficit in the colony's finances which had been rapidly increasing for years past was nearly adjusted by 1842, notwithstanding the active public works policy that was rendered necessary by the expansion. Extensive surveys were made in various districts and roads opened up between the various settlements. So buoyant was the state of affairs that plans were even drawn for a mole harbour and dock at Fremantle, estimated to cost over £70,000. Needless to say, the belief in their future prosperity was not strong enough to commit the colonists to the construction of these works. Under the supervision of the Town Trust—the forerunner of the City Council—a public jetty was, however, constructed at Perth, and in 1840 the first pile of the Perth Causeway was driven. Another evidence of progress was the establishment, on Rowland Hill's system of uniform rates, of regular postal communication between the various settlements in the colony, daily between Perth and Fremantle, and less frequently to the outlying districts.

The general improvement in affairs had also attracted the attention of outside banking institutions, as we find that in 1841 the Bank of Western Australia was amalgamated with the Bank of Australasia, which was desirous of opening business in the colony. Some of the shareholders were opposed to the change, and

took steps to establish another local bank, the result being that later in the year the Western Australian Bank, which has exercised so great an influence in the history of Western Australia, opened its doors. The original directors were J. S. Roe, W. Tanner, W. J. Lawrence, E. Hamersley, R. Hinds, J. Stringer, and G. F. Stone. The capital was £20,000. The first dividend—11 per cent—was declared in July, 1842.

The same activity was displayed in religious and educational matters. In answer to a requisition the Governor introduced a Bill into the Legislative Council in 1840 for the purpose of promoting the erection of churches and chapels and of providing for the maintenance of ministers of religion. By the end of 1842 there were four Anglican clergymen, in addition to the Colonial Chaplain, stationed at various towns, and one Wesleyan clergyman resident in Perth. The

members of the Church of England began to look forward to the establishment of a bishopric, and with that end in view set aside 10,000 acres as an endowment. The same Church had established a grammar school in the capital, and with Government aid primary schools were at work in different parts of the colony.

In 1839 a mineral believed to be encrinite was discovered in the Toodyay district. This was regarded as important, being in the opinion of the colonists an indication of the existence of a coalfield. About the same time it was reported that coal had actually been found on the Murray River, at a place where researches were being prosecuted by a Mr. Preiss, a German naturalist. In order to stimulate search the Government offered a free grant of 2,560 acres to the first discoverer of a coalbed, but nothing definite resulted from the offer.

## CHAPTER VII.

1843-1849.

### DEPRESSION — LABOUR PROBLEMS — FINANCIAL CONDITION — QUESTION OF CONVICT LABOUR — ESTABLISHMENT OF PENAL SETTLEMENT.

With the year 1843 there came one of those waves of depression which so frequently rolled over Western Australia during the early years of its existence. Following as it did upon a period of moderate prosperity which had appeared to possess some elements of permanency, the colonists were greatly discouraged and the seriousness of the position was consequently considerably increased. The first signs of the trouble were an unaccountable fall in the price of stock, and a constant flow of specie out of the colony to pay for the imports which far outvalued the exports. The causes assigned for the depression were various. Naturally among them the "iniquitous" land regulations held a prominent place. Other reasons urged were the want of protective duties, the high rates of interest on borrowed money, the excess of imports over exports, and, above all, the scarcity of labour. Many were the means suggested and tried for coping with the trouble, the ultimate one being that which has had so wide and far-reaching an effect upon the history of Western Australia — the introduction of convict labour and the establishment of a penal settlement.

Up to 1842 the colonists may be regarded as having been engaged in combating local difficulties, in forming their homes, and in striving to wrest the necessaries of life from the virgin forest. Their aim was to supply

the local market, and so long as that market could absorb their products high prices necessarily ruled and a general condition of solvency existed. They were also getting fair prices for such wool as they were able to export. One of the causes of the depression seems to have been the belief that they could go on importing stock without bringing about either a fall in values or a surplusage on the market. The result of this belief was that nearly £50,000 in specie was sent out of the colony to pay for importations of all classes of stock. This, occurring when supply and demand were fast approaching a level, caused a reaction and a consequent drop in prices, which produced a sudden cessation of speculation, a general retrenchment, and a serious fall in the values of property of all kinds. In commenting upon the condition of affairs at the opening of the Legislative Council in June, 1843, the Governor urged that the colonists should look for other avenues of industry and profit, so as to provide exchangeable commodities to balance the great excess of imports over exports. Without such commodities the enormous balance of trade against the colony had to be met by Treasury bills or by sending specie out of the country. Both ways were bad; they not only restricted development, but were destructive of those beneficial results which ought to accrue from trading.

Recognizing that depression existed, the colonists eagerly sought for some means of overcoming it, and it was soon evident that public opinion considered that the solution lay in the introduction of further labour. In coming to this conclusion they were guided by the knowledge of the relief afforded by the Australind settlers of 1841 and 1842, and by the immigrants landed from the "Success" in April, 1843. The question of immigration began to engage the attention of the Legislative Council in August and a Committee was appointed to consider the best method of obtaining a supply of labour. The report of this Committee, which was presented to the Council in the following October, estimated that 400 servants were urgently required, 300 of whom might be advantageously employed in farming pursuits and the remainder as domestic servants. Being of opinion that it was not possible to raise sufficient money for the purpose by sales of land, the Committee advised that a loan be obtained from the Imperial authorities the interest upon which should be provided for on the annual estimates by earmarking the moneys derived from land sales, transfer fees, and other land sources. Failing Colonial Office approval of this idea, they advocated a system of bounties. The Legislative Council adopted the report, and it was forwarded by Governor Hutt for the consideration of the Home Government, which declined to accede to either recommendation.

While convinced that in the introduction of labour lay the solution of their difficulties, the colonists also gave consideration to the suggestions of the Governor to look for other industrial outlets for their energies. One marketable commodity ready to hand was timber, and efforts were made to work up an export trade in the jarrah and other woods with which the colony abounded. Attention was directed to a letter which Sir James Stirling had received from the Admiralty some years previously in which an offer to purchase 200 loads of timber was made. A fair market was also believed to exist in the Mauritius. With these possibilities in view an attempt was made by Mr. C. D. Ridley to form a Company, but without success. Later in the year, however, various samples were forwarded to London and a certain degree of interest taken in them, resulting in the inception of a small export trade. Better success followed a shipment of sheep to the Mauritius, which realized 28s. per head, and potatoes to the value of £300 were also exported. These small items with £6,000 worth of wool and oil to the value of £300, practically comprised all the exports, leaving over £60,000 imports to be paid for by specie. The result was that by the end of the year there was practically no money in the market. The Government, as well as the settlers, was compelled to exercise the

most rigid economy. The accounts for 1842-3 showed a deficit of some £700, with a prospect the reverse of reassuring. To stem the tide an Act was passed to increase the duties on spirits, and various license fees were imposed. About the same time the new Land Act (6 Vict., c. 36), regulating the sale of waste lands of the Crown in the Australian colonies, came into operation, raising the price to 20s. per acre. This does not seem to have exercised any appreciable influence, one way or another, upon the colony's affairs at the time. What had undoubtedly exercised an influence for good was the consistent policy of Governor Hutt in regard to the various land regulations. So successfully had he carried out these regulations that in 1843 out of a million and a half acres alienated, there were not 100,000 for which the fee simple had not been issued.

The one bright spot in the year's transactions was the harvest. About 800 additional acres were under cultivation and good returns obtained from the whole. Grapes, olives, and other fruits were produced, and some attention paid to wine-making, while the number of sheep had increased by one quarter. Yet notwithstanding this apparently satisfactory condition the colonists' fears of depression were abundantly fulfilled in 1844. As compared with 1839, prices of commodities fell nearly 50 per cent. and rents and wages were correspondingly lower. These things, combined with the scarcity of money and the pessimistic view of the situation taken by the colonists, served to accentuate the depression. To prevent, so far as possible, the specie remaining from being sent out of the colony the Government called tenders for a loan. At first there was no response, but by the middle of the year Treasury bills to the value of £4,200 had been taken up. As wheat grown in the colony was also accepted for these bills the loan served a further object by providing a market for surplus grain. Yet, though times were so bad, and the banks to assist their customers were compelled to reduce the rates of discount we find that the Western Australian Bank was able to declare substantial dividends in January and July, showing that in spite of the depression there must have been a firm belief in the recuperative power of the colony.

The revenue returns for the year 1843-4 showed a decrease on those of the previous year and were insufficient to meet the expenditure. The value of imports was £58,600, while the exports totalled only £13,609, the principal being wool and oil, which together amounted to £12,540. This shrinkage in revenue and great disparity between imports and exports caused considerable uneasiness. So much so that when the Estimates for 1845-6 were brought before the Legislative Council in May the Governor remitted them to a Committee for consideration. His estimate of

expenditure was £8,886 12s. 6d., but the Committee, convinced that it could not be met by revenue, reduced it to £7,283 12s. 6d. by cutting down the items relating to the administration of justice, public works, police and surveys and exploration. At the same time the revenue estimates were revised and £2,000 less set down as probable returns from spirit duties. To balance this further *ad valorem* duties on imports, estimated to yield £1,300, were proposed. Such drastic alterations to the Governor's proposals could not fail to produce acrimonious discussion, more particularly as the amended Estimates received the support of the Council generally. The Governor made strenuous objections, but the Committee's report was carried against him. Feeling that to exercise the power of veto which he possessed would only make matters worse, and that to reserve both sets of Estimates for the consideration of the Home authorities would also be inimical to the best interests of the colony, Governor Hutt gave his assent to the Committee's proposals. So convinced was he, however, of the want of wisdom shown in taxing food-stuffs that he congratulated himself on not being a settler, and assured the Council that the "doom of the colony was sealed." The action of Mr. Hutt in this matter only served to increase his unpopularity. Not only were the members of his Council opposed to him, but public opinion generally declared itself adverse, and he achieved the unfortunate distinction of being freely criticized and derided in the public Press. That his view of the situation was wrong the end of the year clearly showed, the revenue not even reaching the revised estimate by some £400. While admitting his ability in matters of administration generally, and more particularly in regard to the land regulations and the treatment of the natives, it is open to question whether his grasp of the financial affairs of the colony was equally successful.

The Estimates being disposed of the Committee took into consideration the general financial condition of the colony and presented a further report to the Legislative Council in July. As the result of exhaustive inquiries the Committee was convinced that the depression existing was due to

The alteration in the land regulations, fixing the minimum price of Crown lands at 20s. per acre, which has had a powerful and baneful influence upon the condition of the colony, and consequently on the revenue, by putting a stop to the sale of Crown lands—no money sales, with the exception of a few town allotments, having been made since December 1, 1842—and to the introduction of capital.

The great and sudden fall in the price of stock, owing to the large increase and comparative and stationary position of the population, by the entire stop the land regulations alluded to have put to immigration.

The consequent difficulties of the farmers, and inability to meet their engagements, contracted at a time when

the price of stock was high and all the other necessaries of life proportionately high.

The balance of trade, being so much against the colony, occasioning an annual abstraction of specie and other capital of not much less than £20,000.

To these may be added the injury our farmers have sustained by the large amount of colonial produce poured into Western Australia from the adjacent colonies—in a great degree occasioned by a similar state of things, brought on in a great measure by the same causes.

The report was not received by the Council with any degree of enthusiasm. While it professed to consist of the opinions of the colonists, and did in a measure disclose the causes of the depression and the condition into which the colony had fallen, it contained no suggestions for alleviating the distress or for bringing back prosperity. This defect the Chairman of the Committee, the Honourable Peter Brown, Colonial Secretary, sought to remedy by making certain proposals when discussing the report. His speech was rather remarkable as showing the state into which the colony had lapsed. Supporting his remarks by elaborate tables giving the development of the previous seven years he pointed out that the balance of trade against the colony since its inception was large, but up to that time had been greatly minimized by a substantial annual expenditure on the part of the Government. A gradual increase of population, including some capitalists, had also helped to render progression possible, but the alteration in the price of Crown lands had stopped this immigration and so put an end to progress. The continual drain of specie to pay for imports had then made itself felt, with the result that the whole colony had been brought to the verge of ruin. "Although," he said, "we have plenty of real property and stock of every description, we have not a shilling which as a colony we can call our own. We have no balance in our Treasury; the balance in the Commissariat chest is the property of the Queen. As individuals we have loose silver in our pockets—but only as individuals—for as colonists it is the property of the foreign creditor." The remedies suggested by Mr. Brown were to make the colony an exporting one—this, it will be remembered, had already been urged by the Governor; to induce the British Government to consent to the flotation of a loan of £100,000, to be used to pay off the mortgages and introduce labour; and to secure a reduction in the price of Crown lands. These suggestions were then put in the form of definite propositions and resulted in a long and rather acrimonious debate. The Governor said he was not disappointed with the discussion, because he never expected anything from it. It was not possible to find any distinct or specific remedy. He had no panacea to offer; all he could do as head of the Government was to call attention at all times to three points

of conduct—economy, a cessation of paper credit, and an increase of exports. The true remedy was in these, and until it was applied the colony would never do much good. Finally, four out of the five propositions were either withdrawn or rejected, the one carried declaring "that it is the opinion of this Council that a measure well calculated to advance the interests of this settlement would be the reduction in the price of Crown lands from 20s. to 5s. per acre, as it would have the probable effect of encouraging capitalists to settle in the colony and be the means of providing a fund for the introduction of useful artisans, handicraft and agricultural labourers, in proportion to the capital which would be invested in land." Though barren of results in other directions the discussion had the effect of encouraging production in various ways with the object of establishing a larger export trade. Shipments of horses and cattle were sent to the Mauritius, where they realized satisfactory prices. A stock market was established at Guildford, the rearing of horses for Indian remounts advocated, and the growth of sheep to increase the export of wool encouraged. The development of a timber trade was looked upon as one of the principal assets of the colony, and great activity was displayed throughout the south-west district in preparing sawn timber for export. By the end of the year over 250 tons were lying at Bunbury awaiting shipment. Even taken as a whole, these various movements were not sufficient to establish any considerable volume of trade, but the record of them shows that the small colony, which consisted of only 4,300 persons, over 1,200 of whom were resident in Perth, was straining every nerve in an endeavour to rise above its difficulties.

Notwithstanding the activity displayed in these ventures and the practice of the most rigid economy on the part of the people the condition of affairs went from bad to worse. The financial aspect in 1845 was even less encouraging than in the previous year. When the session of the Legislative Council opened in May the Governor had the unwelcome task of announcing that even the estimate of revenue as amended by the Committee had not been realized, and that compared with 1843-4 there was a falling off in revenue of £2,627. On the year's transactions the expenditure exceeded the receipts by £450 — an amount small in itself, but appreciable in a country whose total income was less than £7,200. Seeing no prospect of improvement the Governor in preparing the Estimates was compelled to use the pruning knife even more vigorously than the Committee of 1844 had done. The revenue he estimated at £6,920 and the expenditure at £6,647 12s. 6d. This time the Estimates were passed practically as presented. To further reduce them without seriously affecting the efficiency of the Government

was impossible, and to have attempted to increase the expenditure in face of the growing depression would have been suicidal.

It is evident that the apparently hopeless condition of affairs now affected the people generally. In April they presented a memorial to the Governor and Council pointing out that though the colony was surrounded by the elements of wealth, possessed abundance of rich land, an industrious and intelligent population, a genial climate, and a geographical position with extraordinary commercial advantages, it was in a most critical position. The circulation was drained; immigration had ceased, emigration had commenced; the revenue was falling; property was almost valueless; trade was almost annihilated; and public confidence at an end. The causes of all the evils, it was asserted, were the drainage of specie and, of course, the land regulations. The Governor was asked to make searching investigation as to the truth of the allegations and then devise some remedy. What that remedy was to be or how it was to be applied there was not even an attempt to conjecture. The memorial was presented to the Legislative Council by Mr. George Leake, but that body refused to entertain it on the ground that its desponding tone and erroneous assertions were at variance with the facts, and tended to injure the country in the minds of intending immigrants. At the same time Mr. Leake endeavoured to secure the appointment of a Committee to inquire into the condition of the currency with a view of preventing the little specie that remained from leaving the colony before the end of the year. The Council, however, felt that that was a matter over which it had little or no control. The Governor maintained that the abstraction of specie was due to the system of trade adopted in the colony, that there were no real merchants, but only traders, who did business on the principle of Whittington and his cat. A motion to establish a Corn Law in the hope of effecting an improvement in prices also received an "unqualified and uncompromising rejection." An impartial consideration of the memorial and of Mr. Leake's motions fails to reveal any reason why they should have been treated so summarily. It was suggested at the time that the constitution of the Legislative Council itself supplied that reason, as the Council consisted principally of paid officials, upon whom the depression had no other effect than to enable them to secure necessaries at lower prices than formerly. While one must acquit the members of being interested from that standpoint, it is nevertheless apparent that they showed a readiness to reject the various proposals for improvement without substituting any others of value to the community. That an injustice was done to the memorialists there is no manner of doubt. The tone adopted by them may have been desponding, but their statements were unfortunately far from erroneous.

The colony *was* being drained of specie, and the Government must have been aware of the fact, as the colonial schooner was at the time under orders to proceed to the Mauritius for silver. Further, emigration did exceed immigration, as the official statistics showed, the number of departures for the year 1844-5 being 124 as against 72 arrivals. That the population increased from 4,301 to 4,369 in the twelve months was owing to an increase of 120 in the number of births over deaths. Trade was not annihilated, nor was property valueless, but the depression was so acute that the branch of the Bank of Australasia, which had been operating since 1839, was withdrawn from the colony. The Western Australian Bank even found that its dividend-paying capacity was shrinking. These things show that the statements, far from being erroneous, were in great measure true. They certainly were injudicious, but the answer of the Council was scarcely such as to lead the petitioners to see the error of their ways.

The land regulations continued, of course, to form a fruitful theme for discussion and complaint both in the Legislative Council and among the settlers generally. Since the promulgation of the regulations fixing the minimum price at 20s. per acre immigration had almost ceased, and the revenue received from the sales of Crown lands had practically dwindled to vanishing point. The returns show that the amounts received during the five years were:—In 1841, £129; 1842, £2; 1843 and 1844, nil; 1845, £25—a total of £156. The whole population pleaded for the repeal of the regulations. Petitions were forwarded, strongly supported by the Legislative Council and by those in England who had knowledge of the colony, but all without effect. The Secretary of State, Lord Stanley, positively declined to make any alteration. Notwithstanding repeated rebuffs the Legislative Council made a further attempt in July, 1845. A series of propositions was tabled by Mr. Singleton, declaring that the experience of nearly three years had confirmed the opinions expressed in the protest of 1842; that the system was noxious in its effects, having stopped immigration and reduced the value of property; that the

want of attention shown by the Imperial Government to the remonstrances of the colonists was to be regretted; that the effect of the regulations, which applied only to Australia, had been to divert the tide of emigration to the African and American colonies; that any legislation deterring immigration was unjust, especially when capital and labour were abundant in Great Britain; that it was unjust to charge the colony with the expense of importing labour; and that the system of occupation of Crown lands was opposed to the opinions and wishes of the colonists. These propositions were all carried in spite of the strong opposition of the Governor and the Advocate-General. Later in the month this latter officer brought forward a further series of motions dealing with the same subject, but couched in different language. Some of them were passed and the remainder withdrawn. A memorial embodying the whole of the resolutions was then drawn up and transmitted to the Secretary of State, but, like

many other protests on the part of the colonists, it appears to have gone to swell the contents of the Colonial Office wastepaper basket.

Another suggestion for affording relief was the inauguration of a spirited public works policy. At the instance of the settlers a Bill was passed through the Council authorizing a loan of £2,000 at 7 per cent. for the

purpose of building a gaol and carrying out other necessary works such as road-making. At the same time it was resolved to apply to the Imperial authorities for a loan of £10,000 for public works. The request was accordingly made, but refused with the same promptness as every other application for money in those days. An assessment on land for road purposes was also suggested, but did not meet with the approval of the Council, though the imposition of tolls to be used in repairs was then authorized.

During the year (1845) further efforts were made to increase the exports in wool and oil and establish a permanent trade in other commodities. An experimental shipment of four tons of sandalwood realized £40 and Mr. Bland contracted to supply 400 tons of jarrah to the Admiralty for use in the Dockyards. The



CRUSE'S MILL, 1846.



Vineyard Society, formed in 1844 to promote the culture of the vine and olive, reported the satisfactory production of wine, and published a "Manual for the Cultivation and Manufacture of the Vine and Olive in Western Australia." The total exports for the year came to £13,353, of which £7,257 was represented by wool and £3,415 by oil.

In the midst of the colony's troubles, when an experienced Governor with extensive local knowledge was particularly desirable, Governor Hutt announced his intention to retire. He had for some time past been in indifferent health and felt that it would be wise to take advantage of the expiry of his term and return to England. He left the colony in H.M.S. "Fly" on February 19, 1846.

Upon the whole Mr. Hutt cannot be considered to have been a popular Governor. He was universally respected for his uprightness of character and for the strict and steady impartiality that marked his administration, but he received none of that enthusiastic admiration which was accorded to Sir James Stirling. Following that officer, whose inclinations and opinions were almost invariably on the side of the settler and opposed to the Home authorities, and possessing as he did rigid principles and a deep sense of the importance of his position, he was bound to come into conflict with the people whom he was called upon to govern, more especially as he allowed neither personal friendships nor local influences to interfere with the performance of his duty. His unpopularity was mainly due to his strict enforcement of the land regulations and his refusal to admit that every regulation of the Colonial Office which did not meet with the approval of the settlers was wrong. He was undeservedly blamed for advising the British Government to raise the selling price of Crown lands and equally undeservedly accused of being the cause of the depression that existed. The apparent failure of his financial administration was more than anything due to the fact that he assumed the reins of government just at the time when a strong reaction was manifesting itself throughout Great Britain against the extreme emigration policy of the previous decade. All the colonies suffered from that reaction, but none so severely as Western Australia, which had in addition to fight against continued misrepresentation and falsehood. In these circumstances it was almost impossible to estimate with any degree of assurance either the revenue or the expenditure for any period in advance. By the exercise of extreme caution and circumspection Mr. Hutt probably saved Western Australia from the overwhelming disasters that the other colonies suffered, though it is possible that that same caution retarded the colony's advance when matters generally throughout Australia began to right themselves.

His policy toward the aborigines also aroused the opposition of the colonists when it was first made known. They regarded it as the outcome of mawkish sentimentality toward the natives on the part of people in England, who really knew nothing of the practical side of the question, and they considered that its only effect would be to increase the lawlessness and violence of the savages. By the end of Mr. Hutt's term, however, the settlers were convinced, in the words of the Legislative Council, that the friendly intercourse between the whites and the natives and the absence of strife were due to the humane measures he had adopted.

Consideration of these various matters leaves little doubt that his administration was on sounder lines than that of his predecessor. In fact, many of the difficulties that he had to face were the result of a certain degree of partiality on the part of Sir James Stirling, and the opposition he met with both from the Legislative Council and the colonists generally would have fallen to the lot of any man who endeavoured to carry out strictly the duties imposed by his commission. As a kind friend his departure was regretted by all, though in the minds of many that regret was tempered by the knowledge that his departure put a stop to his administration. But judged apart from the influences of the immediate circumstances, that administration, though unpalatable, was wise and necessary in the interests of Western Australia, and that fact would probably have been recognized at the time had it not been that long before his arrival he had been prejudged as a man of strong personality with distinct leanings toward the policy of the Colonial Office.

When information reached England that Mr. Hutt intended to retire attempts were made without success to secure the appointment for Mr. Marshall Waller Clifton, the ex-Chief Commissioner of the Western Australian Company. In August, 1845, Lieutenant-Colonel Andrew Clarke, K.H., was appointed to succeed Governor Hutt, and arrived in the colony in February, 1846. An Irishman by birth, Lieutenant-Colonel Clarke had had previous administrative experience as Governor of St. Lucia. The common belief that when things are particularly bad a change of government will often bring relief seemed in a measure to be justified by the new Governor's arrival. Certainly the colony had touched bottom, and there was a slow but appreciable improvement in affairs. The real reason was probably that Mr. Hutt's policy was beginning to show some result. When the financial year closed in March it was found that the revenue, estimated at £6,920, had yielded £7,866, and showed a surplus of £335 over the expenditure.

In January, 1846, a despatch was received from the Secretary of State for the Colonies informing the Governor that the Act of 1844 imposing certain duties

on imports had been disallowed, such disallowance to take effect three months after receipt of the notification. The ground of objection was the same as Governor Hutt had urged so strongly when the matter was under consideration, *viz.*, that the proposals were bad in principle. Other proposals to take the place of those annulled were suggested in the despatch, and to consider these Governor Clarke called the Legislative Council together early in April. In accordance with the suggestions—practically directions—of the Secretary of State the Act of 1844 was repealed and a further one substituted for imposing duties by way of revenue only, and not by way of protection. This Customs Ordinance (9 Vict., No. 7) is rather of importance, as it was distinctly preferential in character, all imports from foreign countries being charged with a duty twice as great as that on imports from any part of the British Empire. The basis of value for computing the duty was the invoice price with 20 per cent. added.

Another ordinance of importance passed at this time was one repealing the pilotage dues and making the ports of Western Australia free to the world. It was thought that the high dues exacted from the masters of incoming vessels had done much to keep ships away from the colony, and had consequently hindered the development of an export trade. As an experiment it was worth trying, as the colony had little to lose by it, and so far as one can judge it had some effect in inducing vessels to make Fremantle one of their ports of call.

Owing to the illness of the Governor little else was done by the Legislative Council beyond passing the Estimates (revenue, £7,670; expenditure, £7,610) for 1846-7 and agreeing to the perennial resolutions opposing the price of Crown lands and objecting to the system generally. Similar resolutions had been carried in 1845, and to these a reply was received in October from the Right Honourable W. E. Gladstone, who had succeeded to the office of Secretary of State for the Colonies. The despatch stated that the requests had been referred to the Land Commissioners, who decided that "the system of land sales must remain untouched," and that their decision had been approved by the Government. Among the requests refused was one asking permission to allow Crown lands to be occupied temporarily for squatting purposes, with a right of pre-emption. By the same mail advice was received to the effect that the application for a loan of £10,000 asked for in 1845 had been refused on the ground of public policy, and the Act for raising a loan of £2,000 to build a gaol at Perth and for other purposes disallowed on the ground that in a small colony with a barely sufficient income it was unwise to anticipate revenue.

In the English Parliament the only matter of interest to the colony was a Bill to continue the opera-

tion of the Act of George IV. with regard to the government of Western Australia. The discussion that took place in the House of Lords is interesting because it foreshadowed the granting of responsible government to the Australian colonies. Earl Grey expressed the opinion that the ancient system of colonization, by which the colonists were allowed to manage their own affairs without any interference on the part of the Mother Country, was infinitely safer, wiser, and better than that which had of late years been adopted. The whole system of the government of Australia required revision, and to be placed on an improved and permanent footing. Then, according to *The Times'* report, the Duke of Richmond gave notice that *if there were no remedy for the frightful evils existing in this colony from the state of the convicts transported* he would move for a committee of inquiry, for in no country calling itself Christian was there a worse state of depravity. Lord Lyttelton, the Under-Secretary of State for the Colonies, replied that he had paid attention to the subject and had strong hopes of being able to produce a measure during the session to redress those evils. When this report reached Western Australia there was great public indignation, as up to that time the settlers had always proudly emphasized the fact that the colony was free from taint. The statements were put down as being one more indication of the woeful ignorance existing even in high places. A reference to *Hansard* of May 7, 1846, shows, however, that both the Duke of Richmond and Lord Lyttelton were referring to the convict system in Australia as it then existed, and not to Western Australia, so that considerable public energy seems to have been unnecessarily expended over the matter.

Though the depression was by no means at an end, it seemed to be lessened in tension after Governor Clarke's arrival in 1846. The reason is probably to be found in the fact that Mr. Hutt's advice to develop the various potentialities and encourage an export trade was being acted upon. In January, 1846, the "Unicorn" left Fremantle with the largest cargo of Western Australian produce that had so far been exported, consisting mainly of wool, oil, and timber. The timber trade particularly began to arouse a great deal of interest. For years previously boats had been built of local wood, but in 1846 something better was attempted, and three small ships, the largest capable of carrying 300 tons, were constructed at Fremantle. Various vessels were also repaired in the colony, and in the case of one of them, the "Halifax Packet," Lloyd's surveyors expressed great satisfaction with the class of wood used. The colonists were advised that a ready market existed in England for colonial hardwoods, and prepared a good deal for dispatch, but unfortunately the want of shipping facilities greatly hindered the development of the

trade. In order to extend operations the Western Australian Bank offered liberal assistance to those cutting timber. It agreed to advance £2 for every load stacked on the beach and a further 10s. when the load was shipped. During the year trade with the Mauritius was also encouraged and the foundations laid for the export of sandalwood to Ceylon and China. At the end of 1846 it was estimated that 200 tons of this wood were ready for dispatch, the total value of timber actually exported during the twelve months being £575.

An encouraging revival of whaling also took place, and attempts were made to arouse interest in fishing matters generally. A proposal was made to establish a joint-stock fishery on the Abrolhos Islands, but through inability to secure a long lease of the islands the project lapsed. It was revived in 1847 by the establishment of the Pelsart Fishing Company.

A further interesting development in 1846 was in the direction of minerals. Rumours of mineral discoveries had repeatedly been made in previous years, but nothing had come of them, though both explorers and geologists expressed the opinion that the country was not devoid of mineral wealth. Some incentive to search was given by the discovery of copper in 1845 in the neighbouring colony of South Australia, through which it was said some fortunes had been made.

About the middle of July a settler on the Murray named Beacham, while engaged cutting a ditch, came upon pieces of substance which on being shown to Mr. Birch, a chemist of some experience, were pronounced by that gentleman to be coal, but of inferior quality, such as is usually found near the surface. The mere fact of it being coal was sufficient to raise hope, and the Government Resident of the district (Mr. F. C. Singleton), with Messrs. O'Grady Lefroy, G. Nash, and S. Moore, immediately proceeded to make an investigation. Mr. Singleton reported very favourably to the Governor, and Mr. Moore supplied sufficient information to the Press to excite great public interest. Rumours of mineral finds became general, and quite a mining fever raged during the month of August. The anxiety to discover something precious in almost every piece of stone bordered on the ludicrous, and *The Inquirer* humorously summed up the position thus:—"We cannot peep out of our door but we are assailed by 'Have you seen it?' 'What do you think of this specimen?' The invasion of the Huns was a trifle to the hosts of specimens of black-boy, gum, charcoal, clay, and other swindling pretenders who march in hourly calling themselves *coal*, and if we fly from them we are met by gangs of iron pyrites, mica, and such vagabonds, tramping along, with trumpets blowing, under the ensign of *copper*. We never did hope to see Perth so much awake. We dread that the excitement may be too much for the good town, which may suffer a relapse of another eighteen years' duration.

Every unfortunate corpse of an old burnt gum-tree is dragged from its resting-place, divided into morsels, wrapped in shrouds of whitey-brown paper, and triumphantly carried about St. George's Terrace in the waistcoat pocket of some excited citizen, clerk, or member of the Council, who with a pompous strut or a confidential wink lugs out the unhappy little blackened scrap and applies it to the nose of everyone he meets with, 'Does it not smell like coal?'—till at length he reaches our office, and, bespeaking a special supplement for his discovery, deposits it, with solemn injunctions for its safety, on our table. What is the subsequent fate of the little wretch is a secret which in the present state of public feeling we dare not avow."

The want of a geologist who could give definite information as to the value of the various "finds" was greatly deplored, and the Government was asked to send to England for a competent man, to whom it was suggested that as much as £200 a year should be paid!

Toward the end of August a meeting was held at Perth with a view to the formation of a Company for the purpose of investigating the mineral resources of the colony. Messrs. G. F. and S. Moore, R. Habgood, J. W. Gregory, James Stokes, L. Birch, R. W. Nash, J. W. Davey, and J. Tate were elected a Committee to carry out arrangements, and Mr. S. Moore placed a boring apparatus at their disposal. The first locality to be tested was the supposed coalbed on the River Murray. As a result of the efforts of this Committee there was issued in September the prospectus of the Western Australian Mining Company. The capital was fixed at £20,000, in 10,000 shares of £2 each, 4s. to be paid on allotment and 4s. a quarter thereafter. The directors were Messrs. J. S. Roe (chairman), S. Moore, W. Knight, B. V. Vigors, H. C. Sutherland, and R. Habgood.

A few days later came the announcement of a further discovery of coal on the Irwin River by Mr. A. C. Gregory, the Assistant Surveyor-General, and his brothers. These officers returned from an expedition to the north of Perth with a large block of coal said to have been taken from a seam 6 ft. thick. On the strength of the discovery the actual finder, Mr. H. C. Gregory, applied for the free grant of 2,500 acres promised in 1839 to the discoverer of coal. A party under Lieutenant Helpman was sent to report on these discoveries early in the following year, and returned with the information that the coal seam had been traced for several miles. *The Government Gazette* announced that the party had proved "the existence of a large and open bed of coal" at the locality indicated by the Messrs. Gregory.

Meanwhile the Mining Company had started operations, and a bore was sunk in the Murray district. At a depth of 40 ft. coal of a better quality was reached, but farther down the indications were not so good.

Then trouble arose, as the shareholders were "sordid persons" and looked for dividends. Being pacified, the work was continued and an expert, Dr. F. von Sommer, commissioned to report. The report was that of a true "mining expert," vague and unsubstantial, and asked for further time for investigation. In March, 1847, shafts were sunk near Kelmiscott, in the Canning district, in the hope of securing lead. This hope proved unfounded, but an analysis of 100 lb. of ore taken out showed 66 lb. 11 oz. of pure zinc, 13 lb. 5 oz. of sulphur, and 10 lb. of iron, the remaining 10 lb. being earthy matter. Zinc, however, had little value on the market at the time, and as a reaction after the mining fever had set in very little more in the direction of obtaining minerals was done for some years.

Two serious misfortunes befell the Government at the end of 1846 and the beginning of 1847. The first of these was the death in November of the Colonial

Secretary, Honourable Peter Brown (or Broun), who had occupied the position since the foundation of the colony and had been closely identified with its development. The whole population joined in deep expressions of regret and acknowledged the zeal and wholeheartedness shown by the

deceased gentleman in the public service. The second misfortune occurred in the following February, when the Governor, Lieutenant-Colonel Andrew Clarke, who had been in feeble health ever since his arrival in Western Australia, died after a protracted illness. He had resided only twelve months in the colony, and for the greater part of the time had been a confirmed invalid, so that it was scarcely possible for him to leave his mark on the administration. Owing to his death the office of Governor devolved upon Lieutenant-Colonel Irwin, the Commandant of the Forces, and the Colonial Secretaryship was temporarily filled by the Advocate-General, Mr. G. F. Moore, whose legal duties were during the time discharged by Mr. R. W. Nash. These alterations in the personnel of the Government, though compulsory, did not altogether meet with public approval. *The Inquirer* regretted that the reins had

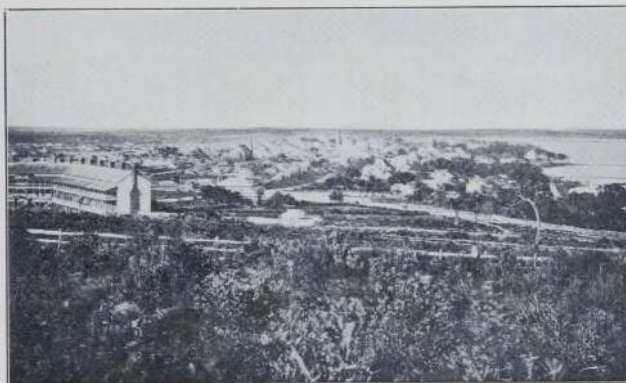
fallen into the hands of persons whose aptitude for government was not such as to inspire confidence in the wisdom of their measures.

The Legislative Council met in June, 1847, and from the Governor's speech it is apparent that an improvement was taking place in local affairs. Rapid progress had been made in the acquirement of internal wealth and in the development of the colony's resources. The revenue for 1846-7 amounted to £8,453, while the expenditure was only £7,966, leaving (with the previous year's surplus) a credit balance of £821. Owing to the improvement in the finances the Governor announced that he had been able to arrange for the colonial schooner "Champion" to proceed to Singapore for the purpose of securing a supply of Chinese, who would be under engagement to remain in the colony for three years. By this means he hoped that considerable relief

would be afforded to the settlers by supplying the deficiency existing in the labour market. Another matter of importance mentioned in the speech was an increase of £6,869 in the value of exports for 1846-7 over those of 1845-6, which brought the exports to within £5,000 of the imports.

In pursuance of the intention mentioned in the speech the "Champion" was later in the year dispatched to Singapore, and returned with a few Chinese servants. Colonies of German immigrants were at that time being imported into South Australia with more than little success, and, bearing that in mind, the Legislative Council appointed a Committee to consider how best to secure part of that stream for Western Australia. Nothing resulted, however, except a report of a valueless nature.

The session of 1847 was marked by extreme activity in matters of legislation. The list of measures proposed almost looks as if Lieutenant-Colonel Irwin was anxious to get his personal ideas passed into law quickly, and before a successor to the late Governor could arrive from England. The chief proposal was one to place an export tax on sandalwood, the proceeds to be devoted to the maintenance of roads. This aroused very strong opposition, in deference to which it was replaced by a system



VIEW OF CITY FROM MOUNT ELIZA RIFLE RANGE (LOOKING EAST), 1871.

of licence fees for permission to cut sandalwood. No great objection was offered to the idea, and it was passed into law, but by May, 1848, the effects of it had become so marked and the ordinance itself so unpopular that it was suspended for six months and not renewed during the year. Another measure of importance was the abolition of the General Roads Trust and the substitution of a Central Board of Works, charged with the construction and maintenance of the roads throughout the colony. The official members of this Board were W. Knight (chairman), G. F. Stone, C. Symmons, and F. D. Wittenoom, and the unofficial members were G. Leake, T. Helms, R. Habgood, and J. Hardey.

In 1847 an addition was made to the official members of both the Legislative and Executive Councils by the appointment of the Collector of Customs, Mr. H. C. Sutherland. The unofficial portion also underwent some change through the resignation of Mr. Singleton, who was succeeded first by Mr. Andrews and afterwards by Mr. S. Moore.

That the depression was giving way before the determined energies of the people is apparent from the exports for the year. Ever since the foundation of the colony the value of the imports had largely exceeded that of the exports, but in 1847 it was found that against imports to the value of £25,463 the colonists were able to place £24,535 in exports. One remarkable feature was the growth of the sandalwood trade. In 1846 it was valued at £320; in 1847 it had reached £4,440. The revenue, too, was distinctly buoyant; the estimate of £8,070 was exceeded by nearly £400, and that without any appreciable increase in the expenditure. The Estimates for 1847-8 were framed on more hopeful lines, and the revenue was set down at £9,221.

In January, 1848, news of the appointment of Captain Charles Fitzgerald as Governor was received with every manifestation of delight. Though the colonists respected Lieutenant-Colonel Irwin as a man they had a decided objection to him as Governor. His methods of raising money were particularly obnoxious, and every administrative act was viewed with suspicion. It is doubtful whether any reason for the opposition could have been given. Long years of depression and struggle had made the colonists pessimistic, and, like discontented British subjects in every quarter of the globe, they threw the blame upon the Government of the day. *The Inquirer* newspaper, a journal possessing a much wider circulation than *The Perth Gazette*, was probably the instigator of most of the feeling displayed. Its editor (Dr. W. H. Sholl) had been disappointed through not being appointed to the office of Colonial Surgeon on the death of Dr. Crichton in 1846, and seems to have blamed Lieutenant-Colonel Irwin and the Acting Colonial Secretary (Mr. G. F. Moore) for it. Consequently on every possible occasion he displayed the

most bitter animosity toward these gentlemen, and used the columns of the newspaper against them.

As the new Governor did not arrive until some months after the announcement it fell to the lot of Lieutenant-Colonel Irwin to preside over the session of the Legislative Council, which opened in March, 1848, and in which the newly-arrived Colonial Secretary (Dr. Richard Robert Madden) took his seat for the first time. The outlook, as disclosed by the Governor's speech, was beginning to brighten considerably; the revenue had exceeded the expenditure; exports were increasing in value and approximating even more nearly to the imports than in the previous year; and in every direction there was evidence that the severe period of depression was coming to an end. Beyond passing the Estimates for 1848-9 little business was done, as Lieutenant-Colonel Irwin did not wish in any way to hamper the movements or anticipate the ideas of the new Governor, who was believed to be on his way to the colony. It became necessary, however, to summon a second session in July to consider a despatch from the Secretary of State for the Colonies. For the sake of convenience the Council had adopted the practice of passing in March the Estimates for the succeeding year commencing in April, instead of those for the year later, as the financial regulations required them to do. The despatch drew attention to this regulation and required that the Estimates of the Council should be prepared in advance, so that the Home authorities might have the opportunity of pronouncing upon them before they actually came into operation. In pursuance therefore of this direction the Governor presented to the Council the Estimates for 1849-50, which showed a decrease of £500 on the figures for 1848-9. As soon as the Estimates were out of the way two other very important matters were brought up for consideration. One was the necessity for further exploration, not so much for the purpose of accurate geological survey as with the object of finding, if possible, further suitable land for pastoral pursuits. The land available for sheep was all in use and the want of new depasturing districts was severely felt. It was agreed that the Surveyor-General should lead an expedition through the south-east in the following September. The other matter considered was the constitution of the Legislative Council. Out of ten members seven held their seats by virtue of their official positions as Government officers, and only three were what might be termed unofficial, though even those were appointed solely by the Governor. There being apparently no chance of securing any alteration in the direction of elective representation Mr. Leake endeavoured without success in 1845 to secure the appointment of additional unofficial members. Mr. R. W. Nash returned to the charge in the session of 1848 and secured the appointment of a Committee consisting of Messrs. W. H.

Mackie, G. Leake, and himself to prepare a statement upon the constitution of the Council for presentation to the Secretary of State. The statement showed that originally the power of legislation, including taxation, was vested in the Executive alone; that four unsalaried members were afterwards added to form a mixed Legislature of five salaried officers and four unofficial colonists; that the principles of constitution of that body reserved to the Crown the nomination, suspension, and removal of members, and vested the initiation of Bills, the option of putting questions to the vote, and the power of veto in the Governor; that on a vacancy occurring in the unofficial membership a salaried officer, the Colonial Judge, had been appointed; and that a further salaried officer, the Collector of Revenue, had since been added, making the proportion of salaried officers to unofficial members that of seven to three. Various suggestions for the equalization of representatives were made, but left to the Home Government to settle. One thing was definitely requested: that the unanimous vote of the unofficial members against a proposition should have the effect of vetoing it.

The report of the Committee did not meet with approval. In place of it an amendment was passed asking that three or four unofficial members be added to the personnel of the Council. The request was duly forwarded with the favourable recommendation of the Governor, but no action was taken by the Secretary of State at the time, as the whole question of the government of the Australian colonies was then under consideration.

With these matters the administration of Lieutenant-Colonel Irwin closed, the new Governor (Captain Charles Fitzgerald) arriving at Fremantle on August 10. As previously noted, Irwin's methods of government were not popular, and the termination of his authority was viewed with some degree of satisfaction, not perhaps unshared by the Commandant himself, who had grown weary of the determined opposition shown toward every proposal made by him and the continual misrepresentation to which he was subjected. Captain Fitzgerald, who was not without administrative experience, having been Governor of the Gambia for nearly four years, was hailed with delight almost as the saviour of the colony, and addresses of welcome showered upon him from all quarters.

No matters of any political importance arose during the remainder of 1848. As a result of agitation on the part of colonists in England the Colonial Office sanctioned the raising of a loan for immigration purposes upon the security of the Land Fund. As there did not happen to be a solvent Land Fund in Western Australia no benefit was derived from the concession.

Evidences of returning prosperity may be found in the exports for the year, which amounted in value to

£29,598. Of this total sandalwood, which three years previously had not been considered as an asset of any value, accounted for £13,353, more than the export value of wool and oil together. There is no doubt that an equally large trade in the local hardwoods—the jarrah and karri—would also have been developed at this period if the colonists had only had at their command facilities for cutting and preparing large quantities. A demand for these hardwoods had certainly arisen, but the colonists were quite unable to meet it. Contractors for railway construction in India were ready to use the timber, but unfortunately could not get it as rapidly as they required it. To overcome the difficulties an attempt was made in Madras to form a Western Australian Timber Company, but without success. Later in the year a small Company was formed at Perth with a capital of £1,000, a sum so small that the concern was necessarily doomed to failure.

The Mining Company continued its operations during the year, and shafts were sunk in various places in the hope of discovering payable minerals. The expectation that good coal existed on the Murray had not been borne out, and the expert, Dr. von Sommer, was sent to examine the coal find of the Messrs. Gregory. The only valuable result from these wanderings that seems to have accrued to the colony was a geological map of the south-western division. Besides coal, continual rumours were circulated that copper was also to be found. Some ore sent from Kelmscott to South Australia was declared to contain that metal, and further discoveries of it were reported from Mr. Hardey's property, near York, but it was not until the end of the year that, by the discovery of the Geraldine Lead Mine, any serious attempt at mining was made.

The rumours of minerals and the necessity of further country for the extension of the pastoral industry led to a revival in exploration during the period 1843-50. Early in 1843 Messrs. Landor and Lefroy made a short trip to the south-east of York and Beverley in search of a large inland sea mentioned by the natives. Beyond the headwaters of the Hotham and the Williams they did discover some lakes, but they were for the most part salt and were not surrounded by country at all favourable for pasturage. In the following year Lieutenant Helpman in the schooner "Champion" was dispatched to Gantheaume Bay, at the mouth of the Murchison River, and brought back reports confirmatory of Captain Stokes' observations on the general character of the country. An excursion down the Blackwood River was made by Assistant Surveyor, A. C. Gregory, in 1845, and in 1846 the same officer, accompanied by his brothers, F. T. and C. Gregory, visited the salt lake region of the interior. It was in the course of this expedition, while examining the rivers reported by Grey in 1839, that the discovery of a coal seam was made

near the source of the Irwin. The same party made a further examination of the Murchison and Gascoyne districts late in 1848, and discovered a galena lode in the bed of the Murchison River. So much interest was shown in this discovery that in December the district was visited by the Governor and the Geraldine Mine established. It was during this journey that Governor Fitzgerald was speared by the blacks. In the same year the Surveyor-General started on the longest of those expeditions, which earned for him the title of "the father of Australian explorers." Starting from York and making toward the south-east he reached the Palinup in October, and from there turned easterly until the Bremer Range was reached. No better country than dense scrub and salt lakes could be seen farther on, so Roe retreated toward the coast, stopping only at the Russell Range after being deprived of water for three days and nights. On the return journey several extensive beds of brown coal were found at the Fitzgerald River. The party reached Perth on February 2, 1849, after having explored 1,800 miles of country, some of which was heavily timbered with woods of commercial value.

The subject of the land laws, both as regarded sale and leasing, was still considered of profound importance by the colonists, and the agitation which had been carried on practically from the inception of the colony still continued. The request of the Council for some reduction of the minimum price of £1 per acre was refused by a despatch from Earl Grey dated August 11, 1848. In it he informed the colonists that "the very same arguments which are now brought forward against the establishment of the minimum price of £1 per acre in 1841 were urged with no less confidence against the establishment of a minimum price of 5s. per acre as a substitute for free grants in 1831, and the subsequent advance of that price to 12s. an acre in 1839. Each of these changes has been regarded with equal apprehension, yet, as I have observed, it is with the adoption of that policy, which has equally dictated each successive advance in the price of land, that the great progress of the colony may be said to have commenced." This reply, which was applied to the Australian colonies as a whole, scarcely answered the arguments advanced, and certainly the latter part of it, as far as Western Australia was concerned, was not borne out by the facts. The amount received from the sale of Crown lands under the regulation was pitifully small, and did not in any way contribute toward great progress. For years after the regulation came into force adversity rather than prosperity ruled in the colony, and the improved state of affairs in 1847 and 1848 was due more to the development of an export trade than to any beneficial effect of the land regulations.

In addition to the question of sale there was also that of leaseholds, an important matter in a country which looked to squatting as one of its mainstays. During Governor Hutt's term an ordinance had been passed allowing purchasers of sections of 320 acres the right of pasturage over adjacent Crown lands. This was considered a step in the right direction, and the people were much disappointed when the Act was disallowed by the Crown. In 1848 a circular despatch was sent to all the Australian colonies by Earl Grey, suggesting a new set of land regulations, to deal chiefly with the question of leasing the waste lands of the Crown. To carry this suggestion into effect as far as Western Australia was concerned the Legislative Council appointed a Committee to draw up regulations for consideration. This Committee, all of whose members were large land-owners, advised that the Crown lands of the colony should be divided into two classes, A and B. That within class A should be included all lands within three miles of a town site or of land already granted in fee simple; all land within two miles of the sea coast; all within two miles of either bank of the named rivers or permanent streams; and all within ten miles of the summit of Wizard's Peak, of the junction of the Fitzgerald and Elwes Rivers, of the summit of East Mount Barren, and of such other lands as the Governor might proclaim. Class B was to comprise all other lands open for location. In class A only yearly leases for pastoral purposes could be granted; in B leases could be given for any term not exceeding eight years. Allotments of not more than 320 acres of A land could also be secured on lease for a term up to eight years for cultivation and tillage, and holders of leases of B land could cultivate any portion of it. These proposals, it may be seen, virtually prohibited squatting within reasonable distance of good water or permanent settlement. It was felt that they were framed entirely from the point of view of the large landowner, a feeling that was strengthened by the fact that the Committee among them held nearly one-half of the alienated land of the colony. Possessing no representation in the Council, the only means the settlers had of voicing their objections were by public meetings and memorials. A public meeting was therefore held on July 18, 1849, at which a resolution was unanimously passed—"That in the opinion of the meeting the regulations framed by the Committee for the occupation of waste Crown lands are unsound in policy, unjust in principle, inapplicable to the wants of the colony, in opposition to the wishes of the colonists, and if adopted will tend to frustrate the introduction of immigrants, the increase of revenue, the production of wool, and cause a gradual depopulation of the settlement." The meeting then approved an amended set of regulations, and concluded

by agreeing that a memorial should be forwarded to the Secretary of State informing him that the colonists had no confidence in certain members of the Executive Council, and, further, that the Governor be asked to allow the colonists, in case of a vacancy in the Legislative Council, to select a member from the list approved by the Home authorities. As, however, the Council decided to withdraw the most objectionable clauses of the Committee's proposed regulations no further action was taken. It may be mentioned that Lieutenant-Colonel Irwin was the chairman of the Committee, which doubtless in great measure prompted these last resolutions. In fact, throughout the whole discussion this point was emphasized, and there is just the possibility that it influenced the meeting more than any definite objection to the proposed regulations.

Notwithstanding the political troubles and the straitness of finances the period 1843-9 was in general one of progress and development. A census taken in October, 1848, showed that the population of the colony was 4,622—made up of 2,818 males and 1,804 females, while of the total number 2,900 were adults. The stock numbered 141,123 sheep, 2,095 horses, 10,919 cattle, 1,431 goats, and 2,287 swine. The cultivated area comprised 3,317 acres under wheat, 672 under barley, 134 oats, 100 rye, 39 maize, and 120 potatoes. Vineyards and fruit orchards were represented by 114 acres, kitchen gardens by 244, and green crops by 2,321. Mail communication had been improved, and by the end of 1848 a monthly service between Fremantle and London *via* Singapore had been inaugurated. Bridges had been built, main roads cut, and overland traffic established between Perth and Albany. Educational facilities, certainly only of a very primary character, had been afforded to most of the settled townships and places of worship for the principal sects erected in Perth. The greatest event in religious circles was perhaps the establishment of the Roman Catholic Church. The authorities in Sydney had been requested as far back as 1841 to send someone to minister to the needs of members of that communion, but it was not until 1843 that three priests were detailed for the work. Almost from the first they were infected with the desire to carry on extensive mission work among the natives, and by solicitation induced the Congregation of the Propaganda to send Dr. Brady as Bishop, with a large staff of priests and helpers. This party arrived early in 1846. The Bishop remained in Perth, and the others were sent out into the wilderness to form missions to the north, south, and east of the capital. The first two, for various reasons over which the devoted band had no control, proved entirely unsuccessful, and those priests who survived the attempts made their way to India and the Mauritius. Of all who had come out with Bishop Brady only two remained—two whose names are cut deeply in the his-

tory of the Roman Catholic Church in this State: Guiseppa Serra and Rosendo Salvado. After a brave struggle they established a mission for the aborigines at New Norcia, in the Victoria district, and laid the foundations of perhaps the most successful native mission in Western Australia.

There remains one phase of the history of this period which has still to be dealt with—the agitation for the introduction of convict labour. It will be remembered that at the establishment of the colony one of the conditions of its foundation was that it was not to suffer from the taint of the convict system. This was no doubt an important factor in inducing many of the early settlers to make the Swan River colony their home, and to their credit it must be said that they struggled with their difficulties and privations long years after they might have been forgiven for abandoning their principles in favour of the relief that the introduction of forced labour would undoubtedly have afforded. From time to time suggestions of the benefits to be derived from the presence of convicts were thrown out and sternly repulsed. It was only when, by the cessation of immigration, the supply of adequate labour came practically to an end that transportation was considered as a way out of their difficulties. Without labour—free or forced—development was almost impossible. The colonists had proved *that* in the preceding years. Development was the keynote of prosperity and increased population necessary to provide a market for their agricultural produce. With all its drawbacks transportation had provided the means for that development and that market for produce in the Eastern States of Australia, and therefore when all other means were exhausted the colonists of Western Australia were compelled to take the question into consideration. That they did not do so at all readily there is ample evidence. The daring spirits who, at King George Sound in the early thirties, memorialized the Home Government to send out convicts were regarded by the rest of the community almost as pariahs. The same strong feeling of aversion toward the very idea remained until the acuteness of depression in 1843 and 1844 forced the colonists to reconsider their position.

At a general meeting of the York Agricultural Society held in April, 1844, Mr. S. E. Burges moved—“That it is the opinion of this meeting that, inasmuch as the present land regulations have entirely destroyed our labour fund, we conceive that the Home Government are bound in justice to supply us with some kind of labour, and after mature deliberation we have come to the determination of petitioning the Secretary of State for the Colonies for a gang of forty convicts—to be exclusively employed in public works.” The motion was not put. In its place a resolution was passed appointing a Committee to inquire into the matter. This



Committee a few days later interviewed Governor Hutt upon the question, but received no encouragement. He informed them that he had already addressed the Secretary of State upon the subject of labour, and as the point was occupying the attention of the Home Government he had no doubt that some scheme would be evolved in which Western Australia would participate. In spite of this rebuff a petition was prepared for signature, but it lapsed from want of support. The York agriculturists had, however, achieved something. They had directed the attention of the settlers toward the importation of convicts as a way out of their difficulties, and from that time, though strenuous opposition continued to be manifested, the advocates of convict labour steadily gained ground. The newspapers, reflecting in this case general public opinion, argued against convicts on the grounds of expense and undesirability, and showed that the experiences of the other colonies ought to banish any suggestion in favour of the idea from the minds of Western Australian colonists.

Opposition to the introduction of convicts was further strengthened by a notice that appeared in *The Hobart Gazette* in January, 1845, stating that Her Majesty had been pleased to extend pardons to convicts in Van Diemen Land, conditional upon the recipients remaining in one or other of the Australian colonies. The fear that some of these people might decide upon Western Australia as their homes resulted in a public meeting being held at Perth in April, when it was decided to forward a memorial to the Secretary of State asking that none of these pardoned convicts be allowed to come to the colony. When the colony was founded, the memorial declared, "a solemn and distinct pledge was given by Her Majesty's Government that it should not be made a receptacle for convicts; a pledge which (should this colony be left open to the semi-pardoned convicts of Van Diemen Land) would be entirely forfeited, while the colonists themselves would be reduced to a much worse position than those in settlements avowedly penal, where at least some protection is afforded to the well-disposed by the restraints put upon the convicts by the laws, by the presence of a large military force, and by the active exertions of a numerous police." Why the colonists feared that convicts would be attracted to a country which had failed to attract free labour was not explained. The memorial was forwarded in due course and rejected, the Home Government asserting that if certain convicts had since

conviction led blameless lives there was no just reason for refusing to allow them to seek the means of maintaining themselves in other colonies besides Van Diemen Land.

Meanwhile the advocates for convicts were endeavouring to gain public support. Two memorials, both abortive, had been submitted to the people, and a third was in course of circulation for signatures. In July a long letter on the subject was published in *The Inquirer*, observing that owing to the absence of labour sixteen years of endeavour had brought but little prosperity to the colony, and that there was little hope of any great improvement under present conditions. The question of introducing convicts, it was argued, was not a matter of principle but of policy, and the supporters of the system favoured it, not through any admiration, but simply as a matter of expediency. There is no doubt that public opinion, slowly but surely, was beginning to move along these lines, and the official mind was seriously perturbed. On July 24 the matter was



HIGH STREET, FREMANTLE (LOOKING EAST), 1872.

raised in the Legislative Council by Mr. F. C. Singleton, and by a unanimous vote it was declared "That the necessity for such an application [*i.e.*, for the introduction of convicts] is not apparent. No dearth of labour can be so extreme as to call for, or to warrant our having recourse to, such a hazardous experiment for a supply." The moral aspects of the question were also strongly animadverted upon, and altogether it is evident that at that date there was no intention whatever on the part of the local Government to advocate such a step.

Beyond occasional references no further attention was given to the matter publicly during 1845 or 1846, though the memorial which had been prepared was slowly making its way among the colonists and attracting the signatures of many who as a matter of principle were scarcely in favour of it, but as a matter of expediency saw no better way out of their difficulties. The terms of the memorial, drawn up in the names of the "landowners, merchants, and inhabitants of Western Australia," set forth that capitalists were originally

attracted to the colony on certain conditions which seemed to be advantageous; that through "mismanagement, inexperience, and ignorance of the seasons great numbers of the early settlers lost or expended the greater part of their capital" before they derived any result from it, but that after struggling for many years with almost incredible difficulties they began to hope for a general rise in values owing to a steadily-increasing stream of immigrants. This hope, however, vanished when in 1841 Her Majesty's Government saw fit to raise the minimum price of Crown lands to £1 per acre, thus causing a stoppage of sales and a consequent diminution in the fund derived therefrom, which had been used for the purpose of encouraging the introduction of labour. Immigration consequently ceased and labour became unprocurable. A depression occurred, bringing with it the emigration of many to the other Australian colonies. Land and other property lost its marketable value, and there was no probability, under existing circumstances, of labour or capital being attracted in the

convicts it was pointed out that good roads through the settled districts were necessary but expensive, only perhaps "to be accomplished by convict labour"; that bridges, wharves, lighthouses, and other public works could be constructed only by such means; and that the increased population under the scheme would provide the market so necessary for agricultural products.

By the beginning of 1847 the progress of this memorial had changed the idea of transportation from a merely abstract theory to a very practical means of relief. The benefits to be derived from forced labour seemed to be many; that it would relieve the existing depression and bring a return to prosperity was in the opinion of many of the settlers a certainty. It is to be feared that these facts were felt to be more important than that lowering of the moral tone of the community which would necessarily result from the establishment of a penal settlement. Even the newspapers, which up to that time had urged the moral disadvantages, changed their tone and advocated the benefits that would accrue



SOUTH BAY AND JETTY, FREMANTLE. FROM LIGHTHOUSE, 1872.

from cheap labour and a progressive public works policy, though they salved their consciences by suggesting that the convicts should be confined in hulks, not allowed to mix with the free people, and returned to England when their services were no longer required. The change of opinion may have been due in part to the growing belief that the Home Government would accede to the prayer of the memorial not so much out of

future. In view of this condition of affairs (which was, it may be remarked, considerably exaggerated) the memorialists asked that "the importance of this colony to the British Empire" should be considered, as from its geographical position and great natural resources it ought to become a powerful and prosperous settlement. "Unless," said the petition, "Her Majesty's Government will reduce the price of land to its original standard and resume the principle on which this colony was founded, and act upon that principle judiciously and not lavishly as was the case formerly, or will devise some other expedient as shall cause the reintroduction of capital and labour, your memorialists conceive that this colony must become absolutely useless to the British Crown, an encumbrance on the Empire, and ruinous to those individuals who have been led to embark in it the whole of their fortunes." If it was not possible to accede to any of these suggestions then the hope was expressed that the Home authorities would "convert the colony into a penal settlement on an extensive scale." As a reason for

consideration for the colony, as because, other penal settlements being closed, Great Britain required some fresh outlet for her convicts.

Notwithstanding this change of front on the part of the colonists the Governor, Lieutenant-Colonel Irwin, remained steadfast in his condemnation of the idea. At the opening of the Legislative Council in June, 1847, he vehemently opposed the agitation, and regretted that "the dearth of labour or the desire to accumulate wealth on the part of a portion of the community" had caused the suggestion to be entertained. In support of his attitude he referred to a report of a Committee of the Legislative Council of New South Wales, dated 1846, which unequivocally asserted that a discontinuance of transportation would be in the interests of Australia and the Australians. He concluded by saying:—"With the experience of other colonies before us, which we now witness struggling to free themselves from this system as from a pestilence, I would strongly urge all who are favourable to the measure to consider whether the injury

likely to be entailed on the community, and particularly on their own families, may not convince them, when too late, that they have obtained their object at a dreadful sacrifice."

After this the question appears to have again languished until the latter half of 1848. Governor Fitzgerald, in pursuance of suggestions made to him by the Secretary of State before leaving England, made inquiries as to whether the colonists would be prepared to receive convicts from Pentonville—a prison for persons convicted of trivial offences—who should be accompanied by their wives and families. The cost of sending them out might be recovered from their wages and used as a fund to introduce free labourers. The convicts would, of course, be pardoned on their arrival and so enter the colony as free men. The Secretary of State also put the idea before several persons in London who were interested in Western Australia. These were agreed as to the advisability, and one of them, Mr. Louis Samson, wrote to the colony asking for an expression of opinion. The replies to Governor Fitzgerald's inquiries were not particularly encouraging, but he felt himself justified in asking for 100 ticket-of-leave men, whom he thought would be of more value and bring less risk to the community than the lads from the Parkhurst Reformatory, of whom 131 had been sent out between 1843 and 1848. These inquiries of the Governor and Mr. Samson's letter appear to have given fresh impetus to the convict agitation. In December several gentlemen interested in the colony held a meeting in Adelaide and agreed to petition the Home authorities for the introduction of convicts to Western Australia as the only means of overcoming the difficulties that existed. This was followed by a public meeting—the first definitely called for the purpose—which was held in Perth on February 23, 1849. That meeting viewed with alarm the depressed state of the colony, resulting in a "steady and constant emigration of labour," and felt that the only remedy that could be effective must be one that would bring about a fresh supply of capital and labour. It opposed the proposal to introduce ticket-of-leave men from Pentonville as being calculated to make matters worse instead of better, and quite unsuited to the wants of the settlers, mainly because such a step would inflict upon the colony all the evils of a penal settlement, without giving any increased protection or expenditure of Imperial funds. It felt that convicts could be usefully employed in carrying out necessary public works and in developing the mineral, timber, and other natural resources that existed, and finally decided—"That application shall at once be made to Her Majesty's Government to erect this colony into a regular penal settlement, with the necessary Government establishment and expenditure, the whole cost of the transmission, maintenance, and supervision of all such convicts as may be

transported hither being borne, of course, by the Home Government."

The resolutions were laid before the Governor, with a request that he would forward them to the Secretary of State. In doing so he emphasized the depressed condition of the colony and assured Earl Grey that, did any other source of relief present itself, the settlers of Western Australia would be the last to wish for a penal settlement. In concluding he remarked:—"I am far from recommending Your Lordship to adopt this proposition, as few, I think, would from choice select a convict settlement as a residence for themselves and families; but in the present state of affairs here I must say that if Her Majesty's Government wish to establish another penal settlement in Australia the majority of the inhabitants would gladly learn that Western Australia was chosen as the site."

Meanwhile, on February 12, a despatch (dated August 7, 1848) in the form of a circular to the various British colonies was received from Earl Grey. The Secretary of State was an earnest advocate of transportation and had evolved certain schemes which he was anxious to see in operation. In this despatch he pointed out that the system of making convicts undergo a period of separate imprisonment in England, Bermuda, or Gibraltar before being sent out to the colonies had been found to be beneficial, and that such of these men as had afterwards been transported to Port Phillip as ticket-of-leave "exiles" had proved satisfactory. Certain precautions, such as restricting them to particular districts and enforcing the return of their passage moneys, were to be observed, but otherwise they would be given freedom. "Such," Earl Grey continues, "being the system under which it is proposed hereafter to proceed, I think it right to point out to you that if the inhabitants of Western Australia should be willing to receive men with tickets-of-leave they will obtain the advantage of a supply of labour, together with a probable addition to the funds applicable to general emigration, or some other public object of importance, while by the power which is to be reserved of dispersing those men in different districts, together with the reformatory nature of their previous punishment, there is reason to hope that their presence in moderate numbers will not be found injurious to the general character of the community." He then concludes by pointing out that as the colonists were clamouring for an adequate supply of labour they might be prepared to receive men on the terms proposed. He would be glad to learn whether such would be the case.

The Governor's reply to the suggestion to send out Pentonville prisoners, which reached England in February, 1849, was sufficient to show that the proposal would meet the wishes of the settlers, and that view was strengthened by the report of the public meeting of

February, which reached Earl Grey in July. In order to carry the proposal into effect certain legal formalities had to be complied with, and therefore on May 1, 1849, an Order-in-Council was passed nominating Western Australia as a place to which convicts could be sent from the United Kingdom. This order was published in the colony in November, and seems to have somewhat disturbed the inhabitants, who after years of discussion over the matter suddenly found that at one stroke Western Australia had lost its boasted pre-eminence as a free colony and had become a penal settlement. The opponents of the measure were indignant; in the step they recognized one more iniquity heaped upon them by the Colonial Office. *The Perth Gazette* lamented the prospective "contamination and infamy" inseparable from a penal settlement. Earl Grey was blamed for taking advantage of the opportunity afforded by the Governor's innocent request for 100 Pentonville prisoners to saddle the colony with all the horrors of the convict system. However, when the colony recovered from the shock it was recognized that the advantages were many and that the dangers to be apprehended were slight. Convictism of 1850 differed greatly from the modified slavery of New South Wales and Van Diemen Land of the early years of the century, and though the very fact of its introduction into a free colony is to be regretted, there is little doubt that some innovation of the kind was necessary to the development of the country. In that direction its operation was beneficial, and there is not to-day the slightest evidence of its having left any moral taint.

The Legislative Council was summoned for December 20, 1849, primarily to consider the altered condition of the colony, and to make the necessary arrangements for the proper control of the convicts. An ordinance was passed providing for arrest without warrant, summary conviction, employment on public works, restriction when on ticket-of-leave, and punishment. Early in the following year further despatches were received from the Secretary of State, containing information that the Home Government intended to send out free persons equal in number to the convicts. This and the prospect of many necessary public works being at last undertaken led the colonists to admit that at any rate transportation offered "a gleam of hope—just sufficient to drag us on in miserable uncertainty." The actual conditions under which the convicts would be employed were stated by Earl Grey in a despatch of December 20, 1849. They were to be at first entirely under the control of the Government for employment on public works—roads, harbours, buildings, and timber-cutting. When they were set free from such labour, on account of good behaviour, their services would be available for colonists. The whole expense of the system would be defrayed by the Home Government, and a further sum would be set aside annually for promoting free emigration.

Thus, twenty years after its foundation as a free colony, from which convicts were by the conditions of establishment debarred, Western Australia entered upon a new phase of its existence, and became one of the penal settlements of the British Government.

## CHAPTER VIII.

### THE CONVICT SYSTEM.

Deeming it to be the duty of the historian to record facts rather than to discuss theories we do not feel called upon to enter at any length into the question of the merits or demerits of the convict system from a moral point of view. Judged by the standard of pure ethics it must be admitted that the commingling of a convict element with the free inhabitants of a country cannot fail to have, at any rate, some demoralizing influence with concomitant results. At the same time it is equally certain that the cheap labour resulting from the presence of large numbers of convicts and ticket-of-leave men tends greatly to the material prosperity of the community. Whether it is possible to so organize a convict system as to give the material advantages without any lowering of the ethical standard of the people, and whether such was actually encompassed in Western Australia, is a matter for moralists

to discuss. So far as the historian is concerned two facts stand out—in the hope of a prosperous future the Western Australian colonists were on the whole prepared to take the risk of contamination, and the Secretary of State believed that he had evolved a wise system of transportation from which no lowering of the moral tone was likely to result.

That the new system of transportation differed greatly from that in vogue in the early days of New South Wales is unquestionable. In fact, throughout the whole period during which felons were transported to Western Australia, the terms "convict system" and "penal settlement" as applied to that colony had nothing in common with the same terms when used to describe the state of affairs, often worse even than slavery, that existed in New South Wales, Norfolk Island, and Van Diemen Land during the early part

of the nineteenth century. Judged by the ordinary meaning attached to the expression, Western Australia was never a "penal settlement." It was really a huge gaol, the boundaries of which for the greater part of the criminals sent out were the limits of the colony itself. In accordance with the agreement made by the Home authorities with the colonists the men sent out were able-bodied, not over forty-five years of age, well conducted in prison and having at least half their sentences to run, such sentences on conviction having been for not less than seven years. It was also stipulated on the part of the colonists—who must have been very innocent if they thought the stipulation would ever be observed—that no criminals of a reckless or dangerous class should be sent out. Convicts from Irish gaols were not to be transported, nor were female offenders. This last condition was strictly carried out, and to the absence of the corrupting effect of dissolute women is probably due the fact that practically no moral taint remains upon the Western Australia of to-day.

A brief description of the system as it existed in the colony during the eighteen years of its operation may be of interest, particularly as it shows how great a change had come over the methods of dealing with convicts during the previous half-century. In the first place, the convicts before being transported were subjected to a probationary period of confinement in one of the great English prisons, and were selected, at any rate ostensibly, for their good behaviour and the apparent prospect of their redemption. On the voyage out every care, so far as was possible, was paid to their comfort and health, so that serious illness was infrequent and death a very rare event. When they arrived at Fremantle they were placed for about nine months in close confinement in the penal establishment—called by its compulsory occupants the "College." Here they were compelled to observe a strict prison regime, which did not bear too harshly upon those amenable to discipline. For those, however, who in any way attempted to flout the system there were very definite punishments. A diet of bread and water, additional imprisonment, the chain-gang, the dark cell, the cat—up to one hundred lashes—and even the gallows found a place when considered necessary in the scheme of reformation. But the punitive side of the remodelled system never pressed so harshly that men, as in Norfolk Island, drew lots for the privilege of committing murder in order to secure a trip to Sydney, followed by the attentions of the hangman. While the punishments were severe the privileges for good conduct were many. A certain degree of association with one another was permitted and conversation with visitors was allowed. A library was established for the use of the convicts and lectures were periodically given within the prison. It is recorded

that in 1857 Governor Kennedy and a party visited the convict establishment for the purpose of hearing a convict lecture on music, with illustrative items by the prison choir! During the period of confinement or probation within the prison the convicts were employed on necessary works of maintenance and on various public works in and around Fremantle. When it was over they were released on a modified or restricted ticket-of-leave and sent out in parties to erect public buildings in various parts of the colony, to equip country depots, and to make roads. While so employed the value of the work done was placed to their credit, and enabled them to repay the £15 set down as the cost of their passage out, and which it was necessary for them to refund to the prison authorities before the coveted conditional pardon could be secured. These parties were not confined or under any kind of penal coercion. Good behaviour was practically assured by the fact that misconduct revoked the probationary ticket and extended the time of service before the conditional pardon could be obtained. The greatest liberty was allowed to the road-making parties. These consisted of from twenty to fifty of the best behaved convicts, who lived in camps along the line of road to be made. They were under the care of one warder, or in some cases two, but there were also instances of parties being sent out without any official in charge. In 1853 the custom of making certain prisoners constables was introduced, and found to be satisfactory, after which the road parties were generally under the control of one warder and one constable. Considering the liberty enjoyed, it is amazing that there were so few attempts at escape. The reason is probably to be found, in the words of Captain Henderson himself, that the colony itself was "a vast natural gaol." The escaping convict, even if he eluded capture, which was exceedingly improbable, stood a good chance of starving in the bush or dying of thirst. He also knew that with good behaviour his full ticket-of-leave, which practically meant freedom, was only a matter of a little time and not a great deal of labour. In fact, some of the descriptions of these road parties scarcely remind us of the dreadful and dreaded "system." Writing in 1864, a special correspondent of the Melbourne *Argus* says:—"No one can say that the convicts work hard, and, as far as my experience goes, I found them remarkably comfortable both as regards shelter and diet. They are always as hospitable as they can be to a visitor. I put up several nights with road parties, and partook of meals with them which any man might heartily enjoy. The meal over, the men would produce their tame cockatoos or opossums, would enjoy a smoke or a stroll, would read books from the prison library, or spin yarns by the blazing fire. I found them all eager for infor-

mation regarding the 't'other side,' as they call the eastern colonies, and one and all stated their determination to get there. After an evening spent thus, we would turn in to comfortable beds and be up early next morning for a wash in the creek. If they do not return thanks for having their lives cast in pleasant places the men are a most ungrateful set."

The duration of this period of probation, which had to be served before full ticket-of-leave was granted, varied, of course, with the term of the original sentence. It also depended on the behaviour of the convict himself. Prior to 1857 the date upon which a prisoner serving a certain sentence would receive his ticket was determined by a percentage method; after 1857 by a system of marks adopted by Captain Henderson from that compiled by Captain Knight for the penitentiaries of Ireland. Under either method a convict sentenced to fifteen years could in ordinary circumstances secure his ticket at the end of the fourth year. He could, however, behave so excellently as to secure it in three, or so exorbitantly as never to get it at all.

With the system of marks was coupled a system of gratuities. No convict had, while in prison, any claim to payment for his services, but as a reward for industry and good conduct a gratuity of 2d. for every six marks earned by him. This could be forfeited, wholly or in part, by misconduct, and in case of escape the cost of capture was charged against the gratuities. Thus by the time he was due for ticket-of-leave the convict was sure of having some money in his pocket.

With his ticket-of-leave, the convict reached another stage in his progress toward complete liberty, though he was still subject to many and severe restrictions. The prison was behind him, no warder watched him; he was free to seek outside employment and to enjoy the fruits of his labours; but he must never lose possession of his ticket—a parchment document giving his name, number, description, age, and condition.

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Printed on its face were the conditions by which he must be guided. He was assigned to a certain district, and without the consent of the Comptroller-General or Resident Magistrate was not permitted to leave it. If he travelled from one town to another he must go by the usual road or by such road as his pass directed, and must report to the police both his arrival in and departure from a town. After reaching his assigned district he was allowed a fortnight during which to find work for himself; if unsuccessful he had to return to the penal establishment and was then sent to one of the country depots. From the depot he could be hired by a settler, and was compelled to take whatever wages were offered. According to the instructions of the Home authorities the holder of a ticket-of-leave who entered the service of a settler was

compelled to remain there for twelve months. This regulation was, however, found to be impracticable, and therefore was not enforced. Every change of master, as well as every change of residence, had to be endorsed on the ticket.

The ticket-of-leave man was permitted to acquire property, either leasehold or freehold, and could appear in any action or suit in the courts. He

could compel his employer to carry out a contract with him, and was allowed to marry or to obtain his wife and family from England free of expense. But with all these privileges the hand of the authorities lay heavy upon him. If he was guilty of any misconduct, whatever property he had acquired became the possession of the Crown. Under the Summary Jurisdiction Acts he could be arrested without warrant, and at the instance of a magistrate be awarded a term of imprisonment varying in length from one to three years. He must not carry firearms or be found upon a ship without permission, and between ten o'clock at night and daybreak he was not allowed to be away from his place of residence. Both the magistrate and the police of his district must practically be aware of his every action.



VIEW OF PERTH (LOOKING NORTH FROM TOWN HALL, 1891.)

The convict who, for a period determined by the length of his original sentence, managed to observe the conditions and avoid the snares and pitfalls of his ticket-of-leave became entitled to the much-coveted conditional pardon. This document, which was granted only by the Secretary of State through the Governor, removed all restrictions, except one, upon the liberty of the holder. He could not return to Great Britain, nor, by special legislation, to Victoria or South Australia, until the whole term of his sentence had expired. The restrictions as regards the eastern colonies had been found necessary owing to the fact that the gold discoveries had attracted large numbers of conditional pardon men, some of whom, in the absence of restraint, returned to their former methods of evil living. According to Governor Fitzgerald in his evidence before a Committee of the House of Lords in 1856, it was only the imposition of these restrictions that prevented every conditional pardon holder leaving Western Australia for the eastern goldfields. The practice of issuing conditional pardons was not, it is said, viewed with favour by the local officials of the system. That can scarcely have been the case, as in 1863 we find the Secretary of State drawing attention to the ease with which conditional pardons could be obtained in Western Australia, and suspending their operation as regards prisoners under sentence of twenty years or more. Shortly afterwards the conditions under which these pardons were granted were made much severer, a course which was expected to cause considerable trouble. That, however, never eventuated, as in 1864 the Governor was notified that transportation to the colony would cease entirely in three years from that date.

The above sketch describes substantially, though shortly, the convict system as it existed in Western Australia. That it was formulated on sound and humane lines is undoubted. Its underlying principle was remedial—to reform the prisoner and to offer him every inducement to once more become a respected member of society. Even in the hands of inhuman officials, such as those we read of in earlier records, it could never have brought about the awful horrors of Van Diemen Land, though it might have gone some distance along that path. The success that it achieved was in the main due to the wisdom and capability of the officers, more particularly to the Comptroller-General, Captain (afterwards Sir) E. Y. W. Henderson, who with infinite tact, perseverance, and impartiality, combined with a sound judgment, organized and controlled the whole system in Western Australia. That it was hardly penal is quite evident. Even *The Argus* correspondent, sent especially to find out the weak spots, and so strengthen the agitation against transportation to any part of Australia which was then being pursued with vigour in the eastern

colonies, admitted that "the West Australian convict system has many excellent points. It does not, as was the case under the old assignment arrangements of New South Wales and Tasmania, place the convict at the mercy of a master, who may be both brutal and vicious. Neither is his punishment, as was the case at Norfolk Island, simply cruel and vindictive. The men have a constant inducement to behave well, as they know that by doing so they better their condition. During the probationary stage they are aware that each mark they earn brings them nearer to their ticket-of-leave, and when they obtain these a continuance of good behaviour has been required to entitle them to their conditional pardons. This requiring a man to find employment before he is liberated upon his ticket works well, forcing him for a time at least into habits of industry. During his detention on the roads he sees the settlers and learns what is to be done, and by the time he has served his ticket-of-leave out, and is wholly thrown upon his own resources, he ought to have acquired some little money and a full measure of colonial experience."

Given good behaviour the life of the convict was not unhappy. Cut off from his old associations he had every chance of beginning life afresh, and in some instances so appreciated the chance that he achieved more than a competency. In any case his life was more comfortable than that of a free labourer in England, if not in the colony itself. The evidence of Royal Commissions and convict officers repeatedly shows that transportation to Western Australia was actually sought for. Of course, not all the convicts transported were reformed. A proportion, the scum of English cities, remained untouched by remedial measures, and during the whole term of their residence in the colony these were a menace and dread to the settlers, being often debarred from criminal acts only by the want of opportunity. If the original intention to introduce only the best class of convicts had been carried out this phase would probably not have made its presence felt, but, as Captain Henderson stated in 1856, the English prison authorities were sending out "the men they do not hang." The joint Committee appointed in 1862 also affirmed that "it has been shown that in one case the Governor of Chatham Prison was specially instructed to select for embarkation the convicts least fit to be discharged at home." Fortunately Western Australia was saved from the crowning iniquity of a convict system—the transportation of vicious and abandoned women, though some women introduced in 1856 from London workhouses proved almost as bad.

Considered as a whole it may be said that the convict system in Western Australia was conducted on such lines as to ensure the least possible baneful effect. To-day, over forty years since its cessation, that effect

has become a vanishing quantity, and the stigma that must necessarily be attached to a convict colony has faded away.

Whether the colonists of those early days could have achieved success without the introduction of convict labour it is, perhaps, impossible to say. But whatever material advantages accrued from the convicts,

they were not, and could not be, sufficient to justify their introduction. With brave hearts the early settlers founded the colony on the proud principle that it was to be free. In the face of adversity they yielded up their principle on the altar of expediency, and all that one can say is—it would have been infinitely better if they had not.

## CHAPTER IX.

1850-1853.

### TRANSITION PERIOD: FREE COLONY TO PENAL ESTABLISHMENT—GOVERNMENT—LAND LAWS—FINANCIAL CONDITIONS—INDUSTRIES—GENERAL DEVELOPMENT.

Having determined upon the establishment of a penal settlement in Western Australia the Home authorities lost no time in carrying that decision into effect. Captain E. Y. W. Henderson was appointed Comptroller-General of the Convict Establishment, with Mr. T. H. Dixon as chief overseer and Mr. Manning as clerk of works. Prisoners of exemplary conduct were selected from Portland and a ship equipped as a transport. This vessel, the barque "Scindian," arrived at Fremantle on June 1, 1850, and thus the colony celebrated its twenty-first birthday by assuming the character of an actual penal settlement. On the "Scindian," under the charge of Dr. Gibson, R.N., as Surgeon Superintendent, were seventy-five convicts, fifty pensioners (sent out as a guard), forty-six women, seventy-eight children, and fourteen immigrant girls. Though the arrival of the convicts was expected, it was not anticipated that they would arrive so soon after the Order-in-Council had been made public. The colonists were rather thrown into consternation when they saw the first actual evidence of the result of their agitation for convicts, and the local Government found itself totally unprepared to meet the situation. The old Fremantle Gaol at Arthur's Head was much too small to accommodate so large a number of inmates, even if no others had been expected. To get over the difficulty premises were rented from Captain Scott, and there the first batches of convicts were housed until such time as they had, by their own labour, built the large Fremantle convict prison for their own safekeeping and the safekeeping of the thousands of other unfortunates who were to follow them. The stringent measures adopted for ensuring the security of the convicts in their temporary quarters, and the sense of safety that the inhabitants of Fremantle must have felt at the presence of this crowd of malefactors, may be gauged from the fact that in October four of the prisoners quietly walked

away from the gaol and got drunk! When charged with the offence it was stated in evidence that they were able to leave the depot at any hour they pleased, in any dress they liked, and visit publichouses! This little incident caused quite a scare among the inhabitants of Fremantle.

The pensioners who had come out with the convicts were not retained as a permanent guard over them. In most cases they were accompanied by their families, and sought a livelihood among the settlers, being liable to render assistance only in the case of any outbreak among the prisoners. Every encouragement was given to induce them to become permanent settlers. To each of them was offered an allotment of ten acres, to be selected by themselves, to be held on lease for seven years, after which they were to receive the freehold. To enable them to make a start a gratuity of £10 was bestowed upon each one, and they were promised the assistance of convict labour in clearing the ground. Practically the whole of them took advantage of the offer, as many pensioner blocks still held by their descendants testify.

The actual establishment of the system and the arrival of the first batch of convicts was the cause of much rejoicing on the part of the colonists. On July 10 a public meeting was held at Perth at which resolutions were passed expressing thanks to Lord Grey for the promptness he had shown in acceding to the request of the settlers, and asking that convicts be sent in large numbers, as "unless the permanency, as well as the magnitude, of the convict establishment be secured" only disappointment and distress could await the greater part of the new arrivals. Later in the year similar expressions of gratitude were forwarded from York, Northam, Toodyay, and Wellington districts. In a numerously-signed memorial from the country districts embodying these opinions it was stated that the memorialists "consider the introduction of convicts on



a *large scale* the only means of placing the colony in a prosperous condition, and urge their speedy introduction as rapidly as circumstances will permit, *accompanied* with a proportion of *free labour* and *sufficient* protection in the shape of troops and pensioners." When all the other colonies were strenuously objecting to convicts how the Home Government must have chuckled to find one not only willing but anxious to receive them, and, like Oliver Twist, keep on asking for more. Even *The Perth Gazette*, or, as it was then called *The Independent Journal*, after two years' enmity to the idea, acknowledged that much material prosperity was likely to result, though at the same time it salved its conscience by averring that the mere introduction of forced labour did not constitute Western Australia a penal settlement.

One of the earliest and, from the point of view of the settlers, one of the most satisfactory features of the new condition of affairs was a renewal of the stream of immigration. For years previously there had practically been no gain to the colony by this means. When therefore the "Scindian" landed 188 free persons in addition to seventy-five convicts, and the "Sophia" followed a couple of months later with over 200, the inhabitants of the colony were convinced that the step they had taken was in their best interests. Only one other vessel, the "Hashemy," arrived with convicts during 1850. This was the ship which earned a good deal of notoriety on account of the fact that she carried the last draft of convicts sent to New South Wales—the draft whose landing was at first strongly opposed by the colonists there.

By the end of the year the benefits—and in some ways the evil results—of a penal establishment began to be distinctly manifest. In addition to the large permanent prison, there were various other public works under construction; depots for convicts were being established in various centres and parties for the purpose of making main roads of communication between the towns were being organized. The increase in the number of people and the large amount of money distributed by the penal department provided both the market for local produce and the means to pay for it, so that by the beginning of 1851 the whole colony seemed to have been roused from its state of lethargy and gave every promise of rapid advancement. The cost of maintaining the convicts was, of course, borne by the Home Government; any large expenditure in that direction was therefore viewed by the settlers with a certain degree of satisfaction. Not so, however, by the Imperial authorities. Nearly every despatch urged strict economy on the Comptroller-General, and in April, 1851, the financial affairs of the establishment were placed in the hands of a board consisting of the Colonial Secretary, the Comptroller-General, and the

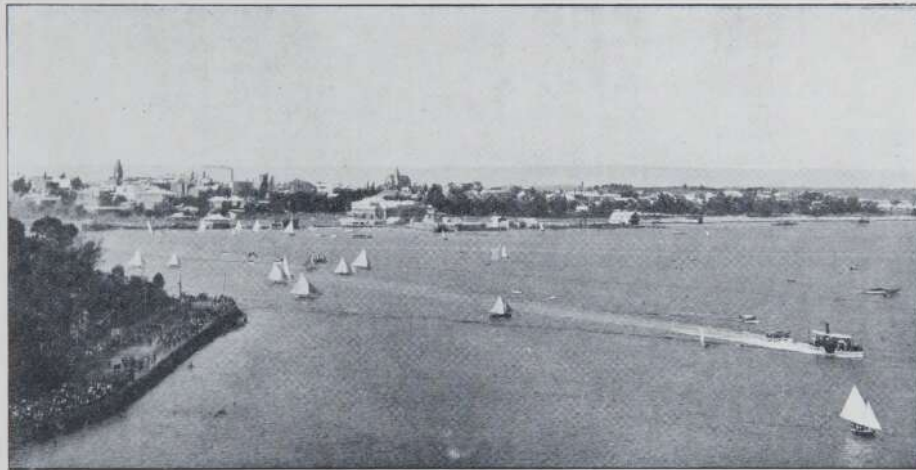
Assistant Commissary-General, with strict injunctions to prevent anything in the way of extravagance. One of the first questions this board had to consider was the proportion of the salaries of magistrates, police, and other officers necessary for the public protection that should be borne by the English Government. The advent of the convicts had necessarily increased the number of these officers, and it was felt that the whole burden of their cost ought not to fall on the local Government. It was ultimately arranged that the Home Government should pay two-thirds of the police expenditure, and make certain grants to the magistrates and other officials. While on the question of protection it may also be noted that at first there was no provision for a permanent military guard over the convicts. The pensioners who acted in that capacity on the voyage out became settlers or servants on arrival, and had no further liability except that they were expected to hold themselves available in case of any outbreak of a serious nature. This extremely unsatisfactory condition of affairs was the subject of earnest representation through the Governor, and resulted in the pensioners arriving on one convict transport being engaged to continue in the capacity of guard until the arrival of a further detachment in the next succeeding convict vessel. These pensioner guards were under the command of Captain (afterwards Colonel) Bruce. At the end of 1851 the guard was further strengthened by the arrival of a company of sixty-five sappers and miners under the command of two officers of the Royal Engineers. The necessity for strict control became manifest early in the year, when four men succeeded in getting away from Fremantle in a whaleboat, and another party escaped from a road gang working north of Perth. The first were captured at Shark Bay, and the second practically gave themselves up, convinced that Western Australia did not need artificial barriers to make it a safe place to keep prisoners. On the whole, however, the conduct of these early convicts was good, so much so that the newspapers directed attention to them as "instances from which our free settlers might take example." As a result practically all the remaining fear and opposition on the part of the colonists vanished.

During 1851 the "Mermaid," "Pyrenees," and "Minden" brought 803 convicts and 268 free persons, including children, to the colony. Not many of these free immigrants were skilled labourers, consequently the old cry of want of labour was again raised and complaints made that the English Government was not fulfilling its promises. There does not seem to have been any great need of these workmen at the time, and the only reason for the agitation that appears to have existed was that the desire to agitate and complain about something had grown into a habit with the colonists. In any case the blame, if there was any, did

not attach to the officials of the Colonial Office, as the Governor had advised them that there was difficulty in placing those immigrants who had arrived in the "Sophia." When Earl Grey was informed that mechanics were required he lost no time in sending them out.

One might have expected that the introduction of a large population, which would in all probability continue to grow, would have stimulated the settlers to larger production of foodstuffs. This does not seem to have been the case. The Western Australian farmers seem to have preferred to get a high price for a limited output rather than a reasonable price for a greater quantity. They were very incensed when the Governor intimated his intention to import flour from the eastern colonies, and held that local industry should be encouraged, even though it cost £5 a ton more for

settlers could have wished. With them, however, the Comptroller-General entered upon the construction of various public works. Depots were prepared at York, Toodyay, and Bunbury for the use of those prisoners waiting to be hired out as servants, and as quarters for those still in confinement who were working in those neighbourhoods. Main lines of roads from each place toward the capital were deemed the most urgent works. The largest body of convicts, of course, remained at Fremantle, both because the establishment called for the erection of many public buildings and because better control could be kept over the worst class of offenders. The principal work on which they were engaged was the erection of the prison itself. Some discussion took place over the site of this structure. Captain Henderson inclined to the idea that Mount. Eliza would be the



*Photo by Greenham and Evans.*

PERTH AND SWAN RIVER.

flour to do it. The Governor referred the matter to Earl Grey, who replied sharply that "convicts were not sent to Western Australia in order that growers might have an opportunity of selling their produce at a price £5 a ton dearer than it could be procured without their aid." During the years 1851 and 1852 it proved impossible to secure sufficient wheat and flour locally at any price, consequently importations from the eastern colonies were absolutely necessary, and in the latter year wheat had even to be imported from Great Britain.

By the beginning of 1851 many of the convicts of 1850 had become entitled to tickets-of-leave, and others were continually qualifying, so that the number available for Government works was not so large as the

most suitable site, but Western Australia was saved from what would have been an act of desecration by the opposition of the Governor, who finally convinced the Comptroller-General that Fremantle was the proper place for it. On May 16, 1851, the site was vested in trustees and the work of erecting the prison commenced. A good deal of the work was done by the convicts, but skilled mechanics had to be sent for from South Australia to assist. These public buildings and the making of various roads occupied the attention of those convicts who remained at the disposal of the Government up to the end of 1852. During that year 491 men were sent out, making a total since June, 1850, of 1,469, but of that number only 156 were available for employment in Perth and Fremantle; 845 had already been released on

ticket and were in private service, and the remainder were road-making. In pursuance of the agreement on the part of the Imperial authorities to dispatch free immigrants to those colonies receiving forced labour 381 persons of this class also arrived in Western Australia during 1852, so that the colonial complaint of the dearth of sufficient labour was more than met. In addition the English Government reiterated its willingness to send out free to the colony the wives and families of those ticket-of-leave men who desired to have them. There was no great anxiety on the part of the men to take advantage of the concession, and in the case of those who did ask refusal generally came from the wife. In 1851-2 the Emigration Commissioners offered to send out the wives and families of 60 men who had asked for them, but in no single instance were they prepared to accept the offer.

The general condition of affairs as far as the convicts were concerned showed little alteration in 1853, except that increased activity on the part of the English prison authorities resulted in 1,129 men being sent out, of whom 309—sent out in the "Robert Small"—were Irish prisoners, a class specially objected to in the first agreement. The introduction of this large number made it possible to carry on the policy of extension and development more rapidly. Various buildings such as hospitals, lunatic asylum, pensioners' depot, and others were constructed and fair progress made with the bridges required on the main trunk road between Perth and Albany. All these things meant increased comfort and facilities for the settlers, as well as a greatly-improved financial outlook on account of the large expenditure of money, so that when in 1853 news was received that the English Government was considering the whole question of transportation, with a view to drastic alterations, the settlers were considerably perturbed, jumping at once to the conclusion that any alteration would mean discontinuance. Recourse was had to the usual method of protest—public meeting with a subsequent memorial—and the inhabitants of Perth, Fremantle, and York strongly opposed the cessation of transportation, urging that from the standpoint of the colony great advances had been made under the system, and from the standpoint of the convicts that in the majority of cases they had been successful in their endeavours to become once more respected members of society. Great relief was felt when shortly afterwards information was received that the Home authorities had no intention of discontinuing the arrangement so long as the colony was prepared to receive convicts. The statement that the men generally had rehabilitated themselves was not strictly accurate. From time to time there were outbreaks that called for stern repressive measures, and many were the instances of added imprisonment and corporal punishment. Cases were not infrequent where

convicts by careful behaviour had secured conditional pardons, only to relapse, in the absence of restraint, into their old habits of vice and debauchery. The "Phoebe Dunbar," which arrived in August, seems to have brought a particularly dangerous and violent horde. The ship had scarcely anchored when several of them managed to get rid of their shackles and indulged in a drunken orgy that required the application of the bayonet before it was quelled. In November four convicts managed to escape from a bathing party and made their way to the Canning district, where they committed various robberies and were captured only after an exchange of shots. This was one of the cases where the heavy hand of the system was quickly felt; three of the men received five years' imprisonment, three weeks on bread and water, and 100 lashes each; the fourth on account of the ease of his capture, being let off the imprisonment.

Had it not been for the establishment of the convict system, combined with the law that no person could leave the colony without giving notice to the Colonial Secretary, Western Australia would in all probability have fared badly at this time. The new gold discoveries in Victoria were made known in 1851 and emigration to that colony from every other part of Australia at once set in. Western Australia was fortunate in not losing more than 400 of her population before the end of 1853, many of whom were immigrants who caught the gold fever almost as soon as they landed and proceeded immediately to the new Eldorado. The loss of even that small number from a territory so large in extent and yet possessing a mere handful of people in all was a matter of no little concern. The settlers became seriously alarmed, and Governor Fitzgerald did not hesitate to enforce strictly every possible regulation that could hinder or prevent the exodus. The newspapers viewed the matter with almost as great alarm as those of the eastern colonies did the emigration to Western Australia during the nineties. As one method of stemming the tide prospecting parties examined the eastern districts of the colony in the hope of discovering a local field. Unfortunately they did not proceed far enough, and the treasures of this State remained locked in the bosom of Nature for a further forty years.

The years 1849-53 may well be described as a transition period for all Australia. Transportation began in Western Australia and ceased in all other parts with the exception of Van Diemen Land; Port Phillip district was no longer a part of New South Wales, being erected into a separate colony under the name of Victoria; Victoria by the discovery of her goldfields far outdistanced the other colonies in material progress; and, lastly, in 1850 the long-promised Act for the government of the Australian colonies generally was passed by the English Parliament. This Act, the Western Australian

provisions of which were not availed of for many years afterwards, gave power to the colony under certain conditions to establish a Legislative Council that should be one-third nominee and two-thirds elected. The total number of members of such Council was to be fixed locally, and all questions of franchise and arrangements of electorates were also left in the hands of the colonists. The conditions precedent required by the Home Government were that the concession should be asked for by not less than one-third of the householders in the colony, and that the colonists should be prepared to defray all expenses of government out of the colonial revenue, including those borne by the Parliamentary grants under the old system. It was this latter condition which prevented the settlers from taking advantage of the concession; though they ardently desired representative government they felt that they were not in a position to bear the whole cost of it, and it was not until 1870 that the first Legislative Council under representative government was established.

Several changes occurred in the existing Legislative Council during the years under review. Dr. Madden, the Colonial Secretary, resigned his position in 1848 on the ground of ill-health and left the colony in 1849. His departure was regretted by the people generally, but not apparently by the officials. He it was who first gave voice to the statement that Western Australia appeared to be governed by about six families. From 1848 till 1851, when Major H. A. Sanford became Colonial Secretary, the office and with it the Legislative Council seat was held in turn by Messrs. R. H. Bland, T. N. Yule, and C. A. J. Piesse. In 1852 Mr. G. F. Moore, who had been Advocate-General since 1829, resigned and returned to England, his place being temporarily filled by Mr. B. W. Vigors until the arrival in 1854 of the new Advocate-General, Mr. R. Birnie. In 1852 Captain Henderson, the Comptroller-General of Convicts, became an official, and Mr. W. P. Clifton an unofficial, member of the Council, and about the same time Colonel Irwin as Commandant gave place to Captain G. M. Reeves.

These alterations, however, which practically affected the whole personnel of the Council, do not seem to have inspired any general public confidence. For years almost every act of the Council had met with disapproval, and changes in the membership were continually advocated; but when those changes were made they do not appear to have brought about any modification of the public attitude. It is quite evident that the object aimed at in this dissatisfaction was a representative Council where the English Government should find the money and the local authorities spend it without restraint.

Quite a storm was raised in 1851 when the Council increased the salaries of all public officers from the

Governor downward. Though he refused to accept any increase for himself unless the people declared themselves in favour of it Governor Fitzgerald strongly supported the increases, and in the agitation which followed did not preserve that strict neutrality so essential in a constitutional ruler. He characterized the Press opposition as beneath contempt and went so far as to advocate the establishment of another newspaper which should be wholly under control and represent purely official opinion. In return *The Independent Journal* pointed out that the Legislative Council had put the finishing stroke to one of the most flagrant deeds of spoliation of public funds which even a despotic Government like that of Western Australia had ever perpetrated or even attempted; and in reply to the Governor said:—"The ill-judged and contemptible abuse of the Press which the members thought fit to make use of during this extraordinary sitting of the Council is a striking proof of how utterly unfitted they are for the position they occupy as legislators."

The Press appears to have been a little premature in its concern for the conservation of the colonial revenue, as a despatch was shortly afterwards received from the Secretary of State to the effect that, on account of the increase of work and responsibility caused by the presence of the convicts, an addition of £500 yearly to the salary of the Governor and £100 to that of the Colonial Secretary had been sanctioned from the Parliamentary Fund. The Governor was thus saved the annoyance of receiving money from the colonists, who only permitted because they could not prevent. Considering that even with the increases the Governor received only £1,300 a year, the Surveyor-General and the sole Judge £500 each, and eleven Resident Magistrates distributed £925 among them, the officials of those days could scarcely be said to have been overpaid.

The compilation of a set of land regulations which should provide, in a manner satisfactory to all parties, for tillage and pastoral leases continued to tax the powers of the Colonial Office as well as of the local Government. It will be remembered that in 1849 a committee of the Legislative Council made certain suggestions which received the unanimous disapproval of the settlers, who suggested others in their place. Out of the chaos thus brought about Earl Grey endeavoured to get something like order. On March 22, 1850, an Order-in-Council was passed dealing with both tillage and pastoral leases over the waste Crown lands of Western Australia. The Committee's division of the lands into two classes was with certain modifications adhered to. Tillage leases over land in both classes could be granted for any term not exceeding eight years, the annual rental to be 2s. per acre with a minimum of £10, and the acreage leased not to exceed 320 acres. Pastoral leases could be granted for only one year at a time

over land in Class A, but up to eight years in Class B, the annual rental to be £5 with an addition of 10s. per 1,000 acres, the maximum number of acres allowed being 20,000. In the case of pastoral leases over B land the Governor could put all or any portion of the land up for sale at the end of any year, the lessee to have the option of purchase. If he declined the value of improvements was added to the value of the land and in case of a sale paid over to the lessee. The Government also retained the right to resume any portion for public purposes and to grant mineral leases over the property.

The price of 2s. per acre for tillage leases was considered prohibitive, and not conducive to that extension of agricultural industries so necessary to the success of the colony. Attempts were made by the Governor to have the rental reduced to 1s. per acre, but without success, Earl Grey positively declining to make any alteration. Additional regulations, framed locally and mainly providing necessary machinery clauses, were issued in August, 1851, after which no further alterations were made for several years.

While on the subject of land, it may be noted that in 1850 the price of town lots in Perth was increased considerably. The minimum price for blocks in St. George's and Adelaide Terraces was fixed at £22, for Hay Street blocks £17, and for other lots in the town £12. Another attempt was also made in this year to launch a further settlement scheme, the land of Sir James Stirling being selected for the purpose. Why the promoters expected to realize success in a penal settlement when only failure had resulted from similar efforts in a free colony is hard to say. At any rate the scheme proved abortive.

With the advent of the convict system the financial condition of the colony necessarily improved. The total revenue, which (including the Parliamentary grant) was £19,137 in 1850, had grown to £37,353 in 1853, and the expenditure in the latter year was £38,052 as against £16,656 in 1850. Imports, which in 1850 were valued at £62,351, had grown to £126,735 four years later, principally owing to the requirements of the system. Unfortunately there was no corresponding growth in exports. Valued at £22,134 in the earlier year they reached only £29,510 in the later one. This was probably due to the fact that a larger proportion of local products was required for home consumption; it may also be partly accounted for by the fall which took place about that time in the only commodities that Western Australia was able to send abroad. The only export that appears to have held its own was wool, which was responsible for nearly £20,000 in the export value of 1853.

There does not seem to have been that development of agriculture which might have been expected from the

improved conditions, the increased amount of money in circulation, and the greater abundance of cheap labour. The acreage under cultivation increased during the five years from only 7,419 to 10,299. The reason, no doubt, partly lay in the fear that additional production would reduce prices, particularly as the ruling rates in the colony were much higher than the outside market rates. The comparatively easy task of rearing sheep for wool and mutton and the large profits to be derived therefrom had also some effect in restricting cultivation: but perhaps the chief cause may be found in the statement that the unwonted prosperity of the settlers had induced a feeling of lethargy, and they were disinclined to labour when labour in all probability would not bring increased financial result.

New avenues of industry were found in the guano deposits of the Abrolhos, in wine-making, in rearing horses for the Indian market, and in pearl-fishing; but none of them showed at that time any appreciable effect on the value of exports. A royalty was charged on every ton of guano exported, but very little accrued from it. Most of the guano taken away was stolen—a state of things that the authorities had no opportunity of preventing. The existence of pearl oysters along the north-west coast had been known since 1699, but no attempt was made to develop a trade until Lieutenant Helpman returned from Shark Bay with some pearls in 1851. Then an application for the exclusive right to dredge for pearl-shell was made by a local firm and granted by the Governor on condition that a royalty of one-eighth of the value of shell recovered was paid to the Government. Unfortunately this arrangement was not only *ultra vires*, but conflicted with a concession granted to a London firm by the Secretary of State in May, 1851. Some friction ensued, but it was ultimately laid down that the pearl fisheries should be open to the public, and that no duty or royalty should be imposed without the consent of the Imperial authorities.

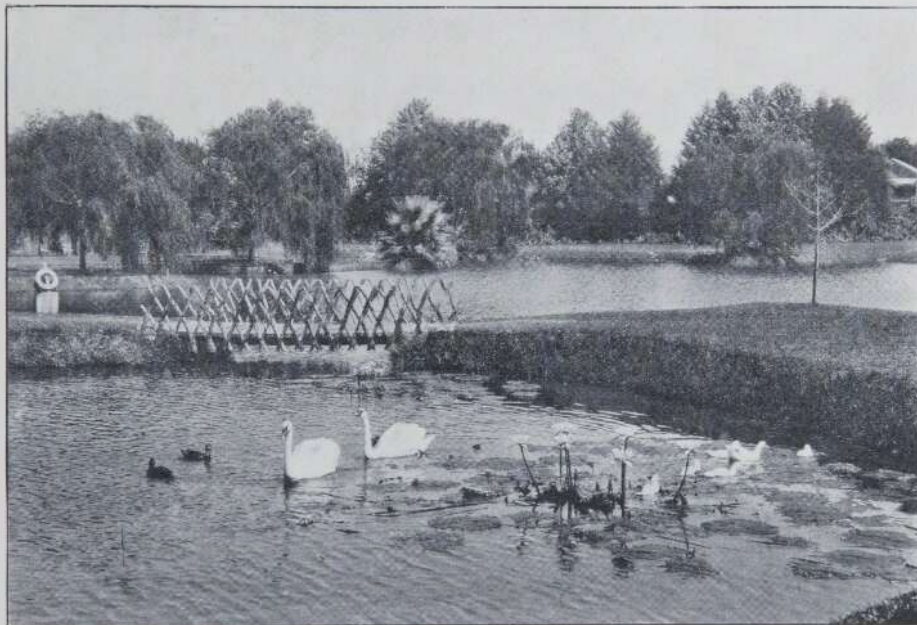
The greatest industrial development during these years was the settlement of Geraldton and the Champion Bay district owing to the discovery, by Surveyor A. C. Gregory in 1848, of lead and copper ore. As a result of this find the Geraldine Mine had been established in 1849, and it so far succeeded that pig-lead to the value of £1,200, as well as a small quantity of copper, was exported in 1853. The chief benefit to the colony from the establishment of the mine was, however, not so much the quantity of lead secured as the fact that it drew attention to the valuable nature of the surrounding country from an agricultural and pastoral standpoint.

The district being new and the natives inclined to be fierce the Government found that in order to work the Geraldine Mine it was necessary to establish a military post in the neighbourhood. Lieutenant Eliot with

a detachment was sent to Champion Bay for that purpose, and under his escort the first party set out to open up and work the ore deposits. With this party were Messrs. Burges and Drummond, who, recognizing the pastoral possibilities of the district, determined to take up leases. These they afterwards changed into freeholds and thus became the pioneers of a flourishing pastoral settlement. In 1850 their example was followed by Mr. S. P. Phillips, who leased 20,000 acres on the Irwin River. In the same year the nucleus of the town of Geraldton—named after the Governor—was surveyed and the first lots sold. An attempt was also made to

with exploration or the opening up of new country was charged upon the colonial revenue and not upon the Parliamentary grant.

In the matter of exploration these years were devoid of interest. The settlers found their time taken up in developing their holdings and in endeavouring to meet the increased demand for foodstuffs, while the officials were fully occupied by the abnormal increase in public duties caused by the introduction of convicts. In fact, the years 1849-53 formed a period of centralization rather than extension. Labour was more plentiful than it had ever been since the foundation of the colony.



VIEW IN QUEEN'S PARK, HAY STREET EAST, PERTH.

establish at Greenough Flats a settlement for pensioners, each of whom was entitled to a grant of land. The experiment, owing to the smallness of the allotments and the distance from a market, was not successful. The expense of opening up this district formed the subject of correspondence between the local Government and the Secretary of State. The policy of the Colonial Office was not favourable to the spread of settlement over a large extent of country, believing that such a course meant an unnecessary increase in the cost of administration. Every expense, therefore, connected

and much of it was at the call of the Government at the cheapest rate possible. Consequently we find public buildings and other necessary conveniences for the settlers springing up in all the settled towns. The money necessary for these, which came from the pockets of the British taxpayer, added by its circulation to the comforts of the colonists and the permanence of the colony. The result was that more attention was paid to its requirements, and we find in 1852 a regular mail service commenced by the R.M.S. Company, which had decided to make Albany a coaling station for its

steamers trading between London and Sydney. This, though it took six days to bring the mail from Albany overland to Perth, was an important development, as regular and (for those times) fairly rapid communication with England was a boon greatly valued by the colonists and a step forward in the general progress of the colony.

Perth now, as the capital, began to take upon itself an added dignity. The mercantile portion to protect its interests established a Chamber of Commerce, which in some measure took the place of the Agricultural Society, whose existence had terminated some years previously. The more literary portion established the Swan River Mechanics' Institute, which became the centre for the discussion of topics of public interest.

The efforts to remove the bar at the mouth of the Swan River, and so allow vessels to enter the river, were continued in 1849, as it was thought that the current was widening the opening. The attempt was not, however, successful, and in a little time the idea was abandoned. Greater assistance was given to navigation by the erection in 1850-1 of two light-houses—one on Rottnest Island and the other at Arthur Head—which made the intricate passage to Gage Roads anchorage much safer for incoming vessels.

In social and religious matters the period was generally one of progress. The comforts of civilized life were more apparent, and there was every evidence that the hard pioneering days were over. Social amenities began to be observed and the customs of older lands to find place in the new. The religious progress consisted chiefly of the extension of native missions and arrangements for the spiritual welfare of the convicts. The New Norcia Mission, under Father Salvado, showed the good results that could be derived from energy and whole-hearted service in the interests of the natives. The only cloud on the religious horizon was an unfortunate dissension that arose among the members of the Roman Catholic Church, and which brought with it great bitterness of feeling. From the very first grave difficulties, financial and other, appear to have beset that Church in Western Australia. The Bishop, Dr. Brady, impressed with the vast missionary work that required to be done, seems to have forgotten that for monetary assistance he was largely dependent on the few people, and those not of the wealthy class, who composed his communion in the colony. That under such circumstances the Church should become encumbered with debt was inevitable. After strenuous endeavours to cope with the position, in the course of which he sacrificed his own personal property, Dr. Brady, wearied in body and harassed in mind, determined in 1849 to ask for assistance in the administration. The total debt was then about £10,000. At that time Dr. Serra, one of the priests engaged in pioneering

the New Norcia Mission, was in Europe. He had left Western Australia in 1847 to seek for funds to carry on. During his stay in Rome the question arose of appointing a bishop of the then projected new colony in the north of Australia, and he was appointed Bishop of Port Victoria (Port Essington). No further steps in the direction of establishing that colony having been taken, when the request of Dr. Brady for assistance arrived in 1849 Dr. Serra was transferred to Daulia, *in partibus infidelium*, and made Coadjutor of Perth and Administrator of the temporalities of the See. No arrangement was made to place upon the shoulders of Bishop Serra, who returned to the colony in December of that year, the burden of the debts already in existence, consequently the difficulties of the position remained, with a good deal of confusion added. In the hope of getting the whole matter straightened out Dr. Brady left Perth for Rome, where he arrived in May, 1850. "During his stay in Rome," says the late Cardinal Moran, "he strenuously advocated the interests of the diocese and of the Australian Church, and at his last audience with the Holy Father the Pope used the words, 'You must return to your people.' The good Bishop set off at once for his distant diocese, forgetful of the rule that missionary bishops when paying the visit *ad limina* are not allowed under censure to return to their Sees until they receive the sanction of the Congregation of Propaganda." Dr. Brady reached Fremantle at the end of 1851, and almost simultaneously with his return rumours were circulated to the effect that he had when in Rome been degraded from office and imprisoned in the St. Angelo. No confirmation of these statements is forthcoming, but on April 9, 1852, an official communication was received by Dr. Serra from the Vatican, stating that Bishop Brady had been suspended, and appointing him (Serra) as Administrator with full powers, spiritual and temporal. On the same date Dr. Brady was informed of his suspension, the ground being the manner of his departure from Rome. These documents proved to be all that was necessary to convert the internal dissension in the Church into a public scandal. Each party had its supporters, who did not hesitate to vilify the other side; charges and counter-charges both in the courts and in the streets became distressingly frequent. So bad was the position that it called for the intervention of the Metropolitan, Archbishop Polding, of Sydney, who arrived in June, and in July compelled the suspended Bishop to acknowledge his submission and afterwards proceed to Rome. Later he proceeded to his native diocese of Kilmore, in Ireland, ultimately dying at Amelu les Bains, in France, in 1871. It is worth while recording that though not permitted to return to Western Australia Dr. Brady did not resign, nor was he deprived of, his Bishopric of Perth.

CHAPTER X.

1854-1860.

CONSTITUTION AND GOVERNMENT—IMPROVEMENT IN LAND REGULATIONS AND  
CONSEQUENT AGRICULTURAL AND PASTORAL EXPANSION—DEVELOPMENT  
AND EXTENSION OF THE CONVICT SYSTEM—GROWTH OF THE  
COLONY DURING THE PERIOD.

When the Legislative Council in 1851 decided to raise the salaries of the Public Servants the estimates for 1852-3 framed in accordance with that decision had, of course, to be transmitted to the Colonial Office for approval. This was given in a despatch dated December 10, 1851, which arrived in the colony early in 1852, and which also gave the information, previously noted, that the additions to the salaries of the Governor and the Colonial Secretary were to be charged against the Parliamentary grant. The action of the Council, however, appears to have had a further and wholly unintentional effect. Giving evidence as it did of increasing prosperity in the colony, it was seized by Lord Grey as an opportunity for considering the question of reducing the Imperial Parliamentary grant-in-aid. The despatch went on to point out that the increase of revenue and the stimulus given to commercial activity were due to the introduction of convicts and might reasonably be expected to continue; further, the colony was receiving the benefit of the very large expenditure made from British revenues on behalf of the convict establishment. In view of these facts, Earl Grey informed the Governor, the amount of the Parliamentary grant must be reduced after the year ending March 31, 1853, provision being made for charging the colonial revenue with the difference. This instruction was received by the Legislative Council with feelings almost approaching disgust. It never seems to have struck the members that the Imperial Government would want to reduce the amount of assistance in proportion to the ability of the colony to bear its own expenses. They were also afraid that this reduction meant the approach of the time when the Legislative Council would become elective under the Act of 1850, with the consequent fall of the oligarchy, for there seems very little question that in those early days Western Australia was governed by a favoured few almost entirely in the interests of themselves and their friends. The Governor stated that he had asked for a continuation of the grant till 1854, but beyond that he was not prepared to go, as he agreed with the Secretary of State that the time had arrived for reducing the amount of financial assistance. The Council failed to see the matter in that light, and resolved to ask that no reduction be made, on the ground that it was not in accordance with the understanding of an *implied contract on the part of the Home*

*Government* that any portion of the grant should be withdrawn before the revenue of the colony was able to bear the whole expense of government, and pay the already existing debt, without the imposition of new taxes. It was also agreed that the adoption of any course by which a proportion of the annual Parliamentary grant should be defrayed out of colonial revenue would "lessen the security of the maintenance of a sufficient permanent provision for the Civil, judicial, and ecclesiastical establishments of the colony when it may become entitled to an elective Legislative Council." In reply to these resolutions the Secretary of State refused to admit the existence of any implied contract as stated. "It would," he considered, "have been entirely beyond the constitutional power of the Executive Government to give any prospective pledge on the subject. Nor is there the smallest ground, either in theory or precedent, for the supposition that Parliament is pledged to grant any fixed amount without abatement until such time as the colony can defray the whole of its expenses without exception." In a further despatch bearing the same date (December 11, 1852) he declined to accede to the Governor's request to delay the institution of the change for a year, but in order not to unduly harass the local government agreed that for the time charges amounting to only £1,973 should be transferred from the Parliamentary grant to the colonial funds, the larger amount—nearly £3,700—representing one-half the total Parliamentary grant, being deferred until 1854. When this was brought before the Legislative Council in 1853 it was pointed out that the only remaining expenses paid from Parliamentary grants were those incurred through the introduction of convicts, and should therefore come from convict funds, so as not to preclude the inhabitants of the colony from taking advantage of the provisions of the Act of 1850 with regard to the establishment of an elective Legislative Council. Mr. M. W. Clifton, who was responsible for these statements, was the strong advocate at this time for some change in the constitution of the Legislative Council which should have the effect of giving to the people generally a greater voice in the affairs of government. It was evident from the tenor of the despatches of the Duke of Newcastle, then Secretary of State for the Colonies, that representative government was not likely to be conceded so long as



the colony remained a penal settlement. The only course left open, therefore, was to attempt to increase the number of the non-official nominees. Mr. Clifton succeeded in having a resolution to that effect passed by the Legislative Council in 1854, but the Secretary of State took no action upon it.

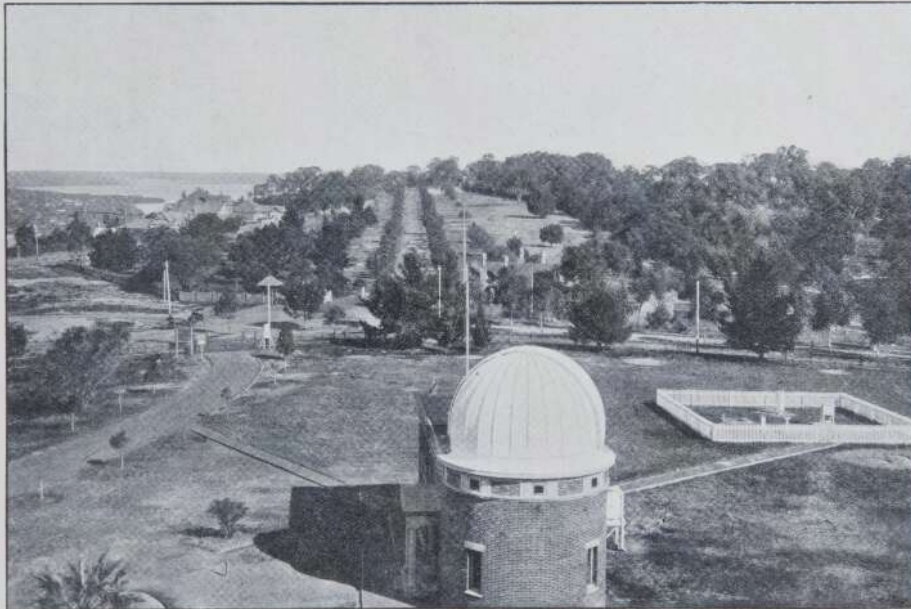
The agitation with regard to the constitution of the Legislative Council was renewed in 1855. In the meantime Governor Fitzgerald had resigned his office after nearly seven years' service and had been succeeded by Captain (afterwards Sir) Arthur E. Kennedy. To Captain Fitzgerald must in the main be ascribed the introduction of convicts to Western Australia, though it is only fair to point out that in urging that course he was only giving effect to the wishes of the colonists. Privately he had doubts about the wisdom of the action in the beginning, and as the years rolled by he did not hesitate to express the conviction that the colony ought never to have agreed to accept the scourings of English gaols for the sake of possible material prosperity. As an administrator Captain Fitzgerald was conscientious and painstaking, and on the whole his term of office may be described as successful, particularly when the difficulties of guiding the colony through so important a period as the inception of a penal establishment are taken into consideration. Like all his predecessors he had to submit to a certain amount of public criticism, but before he left the colony it was generally conceded by his critics that their adverse opinions had been too hastily formed. If the criticisms had been confined to the financial side of his administration they would perhaps have been justified. The first difficulty that met Captain Kennedy on his assumption of office in July was to find sufficient money to pay the month's salaries. Captain Fitzgerald, in a despatch dated June 28, 1855, had stated that on December 31 of that year there would be a (estimated) credit balance of £640; in place of that Governor Kennedy found an actual debt of £14,205 and not a farthing in the Treasury. Such a state of affairs was rather unfortunate for the new Governor. It compelled him to use the pruning knife somewhat freely, a proceeding which exposed him at the very commencement of his term to the danger of unpopularity. That danger was not lessened in 1856 when, in order if possible to arrange for the gradual liquidation of the debt, he persuaded the Council to authorize additional taxation estimated to yield £5,700 a year. These, however, were matters which the responsibility of his position compelled him to take action upon, and any odium resulting from them would only have been ephemeral. The same can scarcely be said of his action in bringing forward an amended Licensing Bill. Being impressed with the laxity of the liquor laws and astounded at the prevalence of drunkenness he intro-

duced into this Bill—and succeeded in passing—very stringent clauses regarding the sale of liquor. Among these was one providing that conditional pardon men could not hold a licence. This met with very strong disapproval outside the Council, as there were at the time several holders of licences who were of that class, and it was contended that vested interests would be interfered with, while at the same time men who were entitled to freedom would be placed under a disability. The whole question would be one of merely passing interest if it were not that the opportunity was seized by the advocates for representative government to renew their agitation. A public meeting was held on August 6, the largest held in the colony up to that time, for the purpose of considering the Licensing Act and the constitution of the Legislative Council. On the first subject all those stock arguments in opposition that are always used against any amendment of a licensing act were brought forward; on the second a resolution was passed affirming the necessity of increasing the number of non-official members in the Council. Incidentally, the whole tenor of the meeting was a strong condemnation of the administration of Governor Kennedy. The resolutions were in due course sent on to the Secretary of State (Mr. Labouchere), who replied confirming the Licensing Act and stating that Her Majesty's Government was not prepared to advise the introduction of elective members into the Legislative Council. As a protest Mr. Sanson resigned his seat on the Council in October, 1856, and Mr. M. W. Clifton followed suit in 1858. Mr. J. W. Hardey was appointed in 1855, and Messrs. S. P. Phillips and E. Hamersley in 1857, while Mr. Sanson was reappointed in 1859. The question of representative government was once more raised in 1858 and again in 1860, when it was stated that the absence of unofficial members from the Council as then constituted would be quite as beneficial as their presence.

But even with all this discussion over the constitution of the Council the colonists did not relax their grasp on the old bone of contention—the land regulations and the necessity for some alteration in them. By the opening up of the country round Champion Bay one phase, that of leasing, had assumed an important aspect. The leadership in this agitation, too, seems to have devolved upon Mr. Marshall Clifton, who was generally to be found in the forefront of any progressive movement of that period. His first suggestion, aimed at preventing the acquisition of large estates and made in 1854, was to impose a tax of  $\frac{1}{4}$ d. per acre on all land, to be remitted when the land was cleared and brought under cultivation. This proposal failed to meet with the approval of the other members and the matter was allowed to lapse. Convinced that some alteration in the land regulations was necessary, Mr. Clifton

returned to the charge in 1856 by proposing that the minimum price of Crown lands at auction should be £1 per acre up to 50 acres, 10s. up to 100, and 5s. per acre afterwards. His objects were to try to break up big estates, to restrain squatting, and to bring land under cultivation. It was admitted that the newly opened country round Champion Bay was held in large squatting leases, the areas of most of which were out of all proportion to the stock carried, and had in many cases been selected only to prevent agriculturists from getting a footing in the district. Always ready to consider the question of altering the land regulations, the Legislative Council agreed to remit the matter to

F. P. Barlee and A. O'Grady Lefroy was then appointed to take these replies into consideration and formulate such amendments as seemed to be necessary. This Committee reported in June, 1857, and had the satisfaction of finding its report unanimously approved by the colonists. No alteration in the regulations governing town allotments was proposed, but drastic amendments in those relating to Crown lands were suggested. The price was to be reduced to 5s. per acre for cash, or 6s. for credit extending over three years; sales by auction were to give way to sales at a fixed price; the minimum amount allowed to be forty acres; every adult paying cabin fare from England



VIEW OF KING'S PARK FROM OBSERVATORY, PERTH.

the Executive Council in the hope that some satisfactory plan might be devised. The view that Mr. Clifton urged was practically the same as that put before the House of Lords Committee on the Convict System by Mr. T. N. Yule and others, and which had so impressed that Committee that it recommended the Imperial authorities to make a large reduction in the sale price of waste Crown lands in Western Australia.

The Executive Council, to which the matter had been referred by the Legislature, endeavoured by sending round a list of queries to learn the views of the inhabitants generally. A Committee consisting of Captain J. S. Roe (the Surveyor-General) and Messrs.

and purchasing 40 acres was to be allowed an additional 20 acres as a grant, such land to be selected within twelve months of arrival and the selector to reside on it for three years before he received a title; application fees were to be abolished and the cost of title deed reduced to 20s. on all grants. In regard to pastoral leases no alteration in the prices of either A or B land, as set out in the Order-in-Council of March, 1850, was suggested. It was proposed, however, to alter the boundaries of Class A in some respects and to give the Executive Council power to move into Class A any land within a mile of future purchases. In Class B the Committee proposed that the maximum lease should be

10,000 acres instead of 20,000; that the term of lease should be eight years as before, with the right of renewal, but that in case of renewal the rent should be raised 50 per cent., and another 50 per cent. in the event of a second renewal; that during the first year only the lessee should have the right to purchase, and that for three years he should have a pre-emptive right over two acres for every 100 comprised in the lease; that subject to the restrictions mentioned any person could select for purchase areas of not less than 40 acres, the price paid to be fixed beforehand, and the lessee to be compensated for any improvements made on the particular block. In view of the proposed reduction in the price of land the Committee recommended the abolition of tillage leases.

The report of the Committee, which to an extent was in agreement with a Colonial Office despatch of January 16, 1857, was unanimously accepted by the Council. It was considered the broadest and most satisfactory proposal put forward up to that time, and it embraced most of the requests made by the colonists during the previous twenty years. In due course the land regulations thus amended were forwarded for the approval of the Imperial authorities, and the reply of the Secretary of State was considered at the session of the Legislative Council in 1858.

Recognizing that the amendments represented the unanimous opinion of the colonists, Lord Stanley notified his approval of them, with only two exceptions. He declined to fix the sale price of Crown lands at less than 10s. per acre, and he refused to give any right of renewal in the case of pastoral leases for eight years. In coming to a decision he was guided by the opinion of the Land and Emigration Commissioners, to whom he had referred the whole question. In order to assist further in preventing land monopolies, against which the amendments had in part been framed, the Secretary of State suggested the imposition of a tax on country lands and of a poll tax on sheep and cattle. The Legislative Council, strongly convinced of the wisdom of its original proposals, and equally certain that a land tax would be injurious, protested against the suggestions of the Secretary of State, but without effect. In August, 1859, a despatch dated May 19 was received from the Colonial Office confirming the previous one on the subject, and directing the Governor to bring the regulations so amended into operation. This despatch also was accompanied by a long report from the Land and Emigration Commissioners in continuation of their former report, and along the same lines. They contended that if colonial lands were made too cheap every colonist would become a landowner and not one remain a labourer. The requirement of the colony was not, in their opinion, cheap land and labour, but an increase of capital, and capitalists were not tempted to

a country by the cheapness of the land, but by the return which could be obtained from it. They also supported the introduction of a land tax and approved of the alterations made by the Secretary of State. The fear that every colonist might become a landowner seems curious in these days of closer settlement, when the universal cry appears to be "Back to the land."

The land regulations passed in 1857 had therefore to be altered in order to fix the minimum price per acre at 10s. and to make the other amendments required by the Home authorities. Though the colonists were afraid that the alterations would defeat the objects they had in view, that fear was to a large extent groundless. In an address to the Legislative Council in October, 1859, the Governor brought forward statistics which showed that the leasing provisions of the regulations were largely availed of. Where the land leased from the Crown in 1852 amounted to 2,356,239 acres, in 1859 it reached 5,003,336 or more than double, with a corresponding increase in revenue. From the Blue Book we learn that in April, 1860, when the first applications for the purchase of land under the new conditions were received, land to the value of £3,050 was sold on the first day, and the receipts from that source which in 1850 were £718 had grown in 1860 to £17,342. In fact, so successful did the operation of the new regulations prove that no further attempt at drastic alteration was made for some considerable time.

But while land questions and matters of government are interesting to the economist and constitutionalist, the history of the convict system, which reached its greatest development during the years 1854-60, appeals more strongly to the general reader. Up to the end of 1853 Western Australia had been made the dumping-ground for 2,598 criminals from various English prisons. In the succeeding seven years a further 2,911 were landed, making a total for the ten years of 5,509. The list is made up as under:—

Ship.	Convicts.	Date.
"General Godwin" ...	15	March 30, 1854
"Sea Park" ...	304	April 5, 1854
"Ramillies" ...	277	August 7, 1854
"Stag" ...	9	January 9, 1855
"Guide" ...	225	May 24, 1855
"Adelaide" ...	260	July 18, 1855
"William Hammond" ...	250	March 29, 1856
"Runnymede" ...	248	September 1, 1856
"Clara" ...	262	July 3, 1857
"City of Palaces" ...	4	August 8, 1857
"Nile" ...	270	January 1, 1858
"Caduceus" ...	1	February 5, 1858
"Lord Raglan" ...	270	June 1, 1858
"Albuera" ...	11	October 26, 1858
"Edwin Fox" ...	280	November 20, 1858
"Sultana" ...	224	August 19, 1859
"Francis" ...	1	November 11, 1859
Total	2,911	

The presence of such a large number of criminals, scattered as they were over a large area of country, many of them under little or no restraint, could not fail to afford periods of excitement to the free settlers. And yet, curiously enough, acts of insubordination were comparatively few. When they did occur they were generally the result of carelessness or want of tact on the part of some officer of the establishment. The first of these happened early in 1854. In January of that year the Rev. O'Neill, the Roman Catholic chaplain, preached a sermon to the convicts which the Comptroller-General deemed unwise to such an extent that the chaplain was suspended. Some of the Catholic prisoners took offence at this action and made use of such mutinous remarks that they were ordered to their cells. Before they could be seized others came to their assistance and in the end the services of the pensioner guard had to be requisitioned to quell the riot. The ringleaders were punished and the chaplain was withdrawn by Dr. Salvado, who was administering the diocese in the absence of Bishop Serra. The Rev. T. Donovan was then appointed to the chaplaincy, and in 1856 he in turn became the cause of a much more serious difficulty. A portion of the convicts' time was spent in school, the studies being supervised by a Protestant. Bishop Serra protested to the Governor against Roman Catholic prisoners being compelled to attend any school not taught by a Roman Catholic, as such a proceeding was against the rules of the Church. The Comptroller-General was opposed to any alteration, as interference from outside was subversive of prison discipline. He objected, too, to the expense of a second schoolmaster. The Bishop then asked that the whole matter be remitted for the opinion of the Secretary of State, which was done. A further request that Roman Catholics should be exempt from school until the Home authorities had replied was refused. The Bishop then informed the Governor that Mr. Donovan had resigned his chaplaincy and that no other chaplain would be appointed to the vacancy. As the office was a Civil one the Governor declined to receive any resignation not forwarded directly to him, and pointed out that the chaplain was quite prepared to continue in his position, a position he could not leave without proper notice. The unfortunate Mr. Donovan was thus between Scylla and Charybdis. If he left his position he was guilty of insubordination to the Civil authorities; if he retained it he incurred the wrath of his spiritual superior, who had the power to deprive him of his priestly office. The solution was found in the grant of a year's leave on full pay to the chaplain, and before it had passed the Imperial Government had upheld the Governor's action. The chaplain was then reinstated without further opposition from Bishop Serra.

As might be expected from the presence of such a large criminal population, many of whom were to all intents and purposes at large, crimes both of a trifling and serious character were fairly frequent, but never so frequent as to be beyond the power of the police to cope with. The question as to whether the Imperial or colonial funds should bear the expenses of maintenance of the police force was for some time a bone of contention. Under the original agreement the Imperial Government agreed to pay two-thirds of the cost of the police force, but when that cost amounted in 1855 to £10,000 objection was taken on the ground of extravagance, and the Secretary of State refused to contribute more than £6,000 in any one year. Real grievances being scarce, this was immediately seized by the colonists. Meetings in protest were held in various centres and memorials prepared for submission to the Secretary of State complaining that the Home authorities should bear at least two-thirds of the total expense, as they had benefited by the erection of prisons, depots, quarters, and so on, while the colonists still looked in vain for their roads and bridges. The memorial further directed attention to the fact that the free immigrants promised were not being sent out, while some of the convict vessels carried only men who were entitled to their tickets-of-leave immediately upon landing, and could not therefore be employed upon public works. Governor Kennedy duly transmitted the memorial, but displayed no enthusiasm in support of it. In reply Mr. Labouchere, at the time Secretary of State for the Colonies, fixed the Imperial contribution at the £6,000 previously notified, and pointed out that so far as emigration was concerned 3,786 free people had been sent out by British funds up to the end of 1855, while only 3,661 convicts had been transported during the same period. He admitted that the colonists were justified in asking that the convicts should be employed on public works for some portion of their sentences, but pointed out that there was not a sufficient number of suitable convicts to meet the demands.

In addition to what one might term general offences there were many instances of petty cases of insubordination and attempted escape. One of the most daring of these attempts took place early in 1859, and is described by Kimberley in his "History of West Australia." Five convicts employed on public works at Fremantle managed to elude the vigilance of the warder and get away into the bush. Striking into the Canning district they made their way to Point Walter, where they seized a boat and pulled along, under the shadow of the bank, toward the mouth of the river. Having managed to run the gauntlet past the look-out at Arthur's Head, they made for Garden Island, where there was a solitary cottage occupied by a Mr. Reid and his family. This they plundered, having first bound

the occupants and then set out to sea in the whaleboat, with a full stock of provisions and about £150 in cash. Nothing more was heard of them until early in February, when they were seen at Champion Bay. A vessel was sent in pursuit, and after a time sighted the fugitives in Shark Bay. With the help of the men from another vessel, the "Preston," four of the men were secured after an exchange of shots. The fifth man it was said had died of dysentery, but the subsequent finding of the body proved that he had been murdered. For this crime one of the men was hanged and the others found guilty of robbery under arms at Mr. Reid's house.

Another escape, possessing some ludicrous features, happened at York in 1860. One James Lilly, a ticket-of-leave man with distinct burglarious tendencies, got away from the gang, and having stolen a horse roamed the district at will, laying the settlers under obligation to supply him with food. Finding firearms necessary, he sold the horse to a shepherd and bought two revolvers with the proceeds. Then he went back to the shepherd and commandeered the horse. In November he wrote to *The Inquirer* in the following terms: "I, James Lilly, wish to inform the settlers of my going into the bush through Henry Mead asserting at the police station on the Canning, and brought accusations against me for stealing his horse and calling me a ——— convict in the presence of the policeman's wife and family and several more besides in the district, which I could not bear, and forced me to the bush and to take up arms, and I do not intend doing any harm at present, if His Excellency be pleased to allow me to go to my friends in another colony, and what I have done I will restore to everyone uninjured, and, if not, would sooner die than come in out of the bush, and do intend making Mead and a few others remember me. I hope His Excellency will take me into his clemency, which will prevent me committing any more crime." Shortly afterwards he met Mr. S. S. Parker and jocularly asked him to mention the meeting to the police. Parker did, and Lilly was promptly captured. For this little escapade Lilly received twelve months' imprisonment and 100 lashes.

The roll of crime was not, however, restricted to the convicts. The first court martial held in the colony sat in 1856 to consider the case of Captain Foss, who was charged with embezzlement and with selling the same property twice. In 1859 the surgeon of the Convict Establishment was arrested for insubordination and ordered to England to await the decision of the Commander-in-Chief. In the same year the Superintendent of Convicts was committed for fraudulent insolvency, though never brought to trial. These were only the principal cases. Many others against soldiers and minor prison

officials occurred, generally on the charge of stealing from the Establishment.

Though the moral status of the community can scarcely be said to have been raised by the introduction of convicts there is little doubt that the colony as a whole benefited, and that to a great extent, by their presence. Public works which had been anxiously desired ever since the foundation of the colony were built, and though the erection of bridges and the making of roads did not proceed quite so expeditiously as the colonists could have wished, considerable progress was made. Many complaints of the want of permanent lines of communication were voiced from time to time, but, as the Governor somewhat sarcastically pointed out, it was no light task to provide those means in a country numbering only 11,000 people, who were so scattered that it required 11,000 miles of road to connect them. One cause of the delay lay in the fact that many of the convicts sent out were entitled to tickets-of-leave immediately on landing. The "Sea Park," which landed 304 felons in April, 1854, provided only one man for public works, the remainder seeking outside employment under ticket-of-leave. Though in a way it was fortunate that such a good class of criminal was sent out, the colonists scarcely looked at the matter in that light. To them the convict system represented three things—the lavish expenditure of British funds, cheap labour for their public works, and a stream of free immigration paid for by the Home authorities; and to secure those they were willing to take the risk of being saddled with an incorrigible criminal population. Perceiving this the Secretary of State from 1855 onward did not exercise such great care in the selection, with the result that criminals were transported who were a curse to human society. They certainly were available for Government works for a long period after arrival, but once they were set free the colonists recognized that their services had been dearly bought.

To give some idea of the extent of the work performed by convicts during this period it may be mentioned that buildings, bridges, and roads to the value of over £50,000 had been completed, or were in course of construction, at the end of 1860. The principal of these was the Convict Establishment itself, erected at Fremantle, which now forms part of the present Fremantle Gaol. Some hundreds of convicts were engaged upon it, but, as might be expected, progress was slow, as the men had no fear of being dismissed on the ground of incompetence. The prison, with the necessary officers' quarters, pensioners' barracks, and other appurtenances, formed for many years the principal work of the convicts, and the people of Fremantle grew accustomed to the clank of the chain-gangs as they passed to and fro. In fact, the unwonted activity seems to have made them so proud of the town that in

1854 they seriously suggested (but without effect) to Lord John Russell that the seat of government should be removed from Perth to the port. Other works were the construction of the present Government House, estimated to cost £7,000, but which when completed in 1864 was found to have cost nearly £18,000; the erection of a new gaol at Perth on the site now occupied by the Public Library, Museum, and Art Gallery; the building of country depots or branch convict establishments and invalid depots; and various police stations, courts, and jetties. The Perth - Fremantle road was also permanently laid out, and a large swampy lake at the back of the capital, on which the Central Railway Station now stands, was drained into the river at Claisebrook. All this activity meant the expenditure, as has been shown, of large sums of money, all of

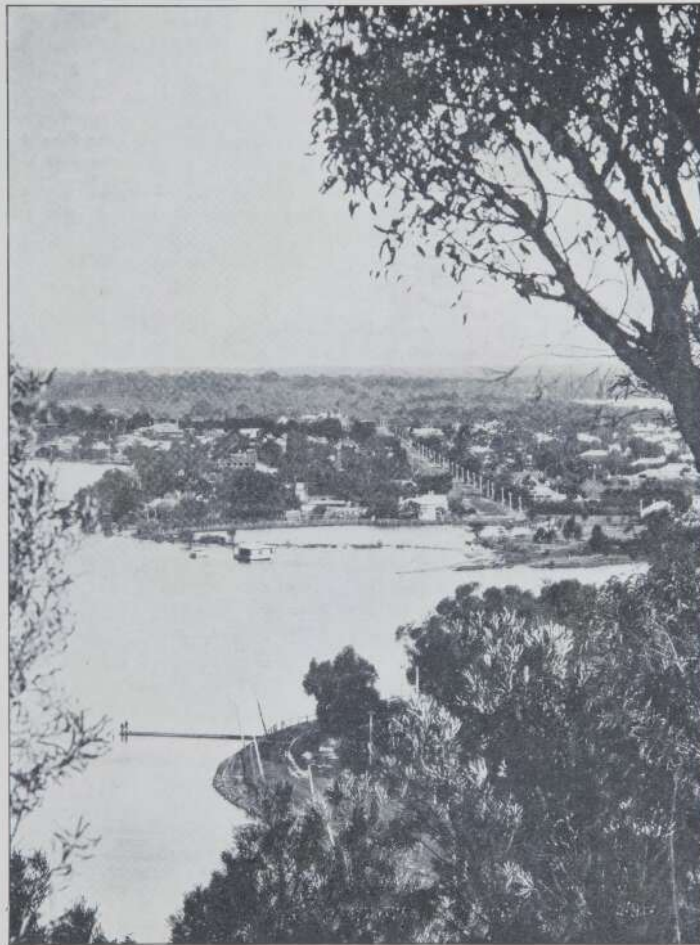
which was provided by the British Government, and a great part of which found its way into the pockets of the colonists. A wave of prosperity passed over the colony, and the settlers felt that their determination to receive convicts had been amply justified, more particularly as a large influx of free people had also resulted.

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Two important matters concerning the administration of the system called for attention during these years. It was the original intention of the British Government that convicts when on ticket-of-leave should, out of their earnings, refund £15—the cost of passage out—to the Imperial Treasury. This proved practically

unworkable, its only effect being to raise the price of labour. The convict naturally objected to pay for a voyage which he did not undertake voluntarily, and the employer did not relish having to pay higher wages in order that his employé might reimburse the British Treasury. Up to the end of 1857 only £400 had been paid back out of £7,000 then due. When giving evidence on the subject before the House of Lords Committee, Mr. G. F. Moore and others advised that the regulation be re-considered, as

the expense entailed by it fell not upon the convict, but upon the settler. The Committee in its report adopted the advice. Captain Wray, who acted for some time as Comptroller-General, also advised that some alteration be made, stating that the abolition of the regulation would "remove a widespread and very natural discontent among



VIEW OF SOUTH PERTH FROM KING'S PARK.

the ticket-of-leave men and relieve the colonists from a heavy tax by enabling them to reduce wages." The Governor supported this view, and it was approved by the Secretary of State, who in order that there might not be any dissatisfaction refunded the £400 already paid.

It will be remembered that early in the fifties suggestions having in view the introduction of female convicts had been made by the Home authorities, but had been strongly opposed by the settlers. The revolting condition of affairs in Tasmania consequent upon their introduction to that colony was too well known, and however anxious Western Australians might have been to secure cheap labour they had a decided aversion to that type of it. One of the reasons which impelled the Duke of Newcastle to make the suggestion in 1853 was the disparity between the sexes, there being nearly three males to every female. Strangely enough, Mr. Clifton favoured an experimental consignment, but public opinion opposed it, and for a time the matter was allowed to drop. It was renewed by the Secretary of State in 1857, when the proportion of males to females had risen to 100 : 11. A public meeting held at Fremantle favoured the introduction of female criminals, and in June of that year Mr. Clifton succeeded in passing a resolution in favour through the Legislative Council; the Surveyor-General, the Colonial Treasurer, and Messrs. Phillips and Hamersley voting against it. The Governor was on the side of the majority. This resolution led to public meetings, distinctly antagonistic to the movement, being held at various centres, and so strenuously was the idea opposed that in 1858 the Imperial Government finally decided not to transport females to Western Australia.

Ample evidence of the material advantages derived from the convict establishment may be found in the trade relations. The value of exports, which in 1850 stood at £22,134, had risen in 1860 to £89,246. The principal articles exported were, of course, wool and timber, followed by horses (for the Indian market) and whale-oil. The imports had also increased considerably and reached nearly £170,000 in 1860. This does not, perhaps, indicate an altogether healthy state of affairs, but apart from the fact that a portion of it represented materials for public works and provisions and clothing for the convicts it shows that the establishment of the convict system had brought about the introduction of a large amount of money, the benefits from which were being felt by the community generally. The revenue and expenditure, too, had grown equally with the trade. In 1850 the local receipts were £11,722 and the disbursements (including that from grants-in-aid) £16,656; in 1860 the figures were £43,399 and £61,744 respectively. The grants-in-aid from Imperial funds, which during the first twenty-one years of the colony's existence amounted to £375,264, showed

a marked increase, reaching the enormous sum of £906,000 during the decennial period 1851-60. When we remember that of this amount £450,000 went in pay and allowances and a further £250,000 in payment for locally produced foodstuffs for the prisoners we readily understand that at this stage, at any rate, the colonists had no qualms of conscience over the introduction of convicts.

In addition to trade expansion, to the erection of public buildings, and the building of permanent roads further evidence of the prosperity due to the altered conditions was to be found in the acreage under crop, 24,705 (more than double the area in 1850), and the number of head of stock, 302,000 (being an increase during the ten years of over 100,000). Of the total stock, sheep accounted for upwards of a quarter of a million, showing that squatting had gained a firm hold of Western Australia, as it had done of the eastern colonies. In fact, the wool sent away from the colony in 1860—£49,000—represented more than half the value of all exports. Considerable success was also gained in breeding horses, the proximity of India and the requirements of the Indian army particularly at this time affording a ready market. Timber and whaling also gave employment to numbers of people, and in every centre of population there was evidence of activity and progress. The stagnant settlement of 1850 had become in ten years a hive of industry, a change which the colonists believed to be wholly due to the introduction of convicts. As Governor Fitzgerald put the matter before the House of Lords Committee, the convicts had saved the colony.

The gold discoveries of Victoria, combined with the proved existence of lead and copper, served to keep alive an interest in mining. That interest was stimulated by Mr. R. Austin, one of the Government surveyors, who as the outcome of a trip through the Murchison district expressed the opinion that gold might be found there. Fuel was added by the exhibition of some specimens of gold said to have been found somewhere in the eastern districts. The locality of the find could not, however, be fixed. As a result of these reports prospecting was carried on with some degree of assiduity, but without any discoveries being made. A certain amount of activity was, however, being shown in lead and copper mining. Lead of good quality was secured from the Geraldine Mine, and other mines—principally the Wanerenooka and the Wheel of Fortune—were opened up and yielded copper of excellent quality and in considerable quantity. These mines would doubtless have had a prosperous career but for the difficulties of transit to the seaboard at Geraldton. The local Government was approached, without success, with a request for a railway or tramway, and in 1859 the Imperial authorities were asked to guarantee the cost

of construction. A refusal in this direction also, combined with a serious fall in the price of copper which occurred at the time, made profitable working almost impossible, and in consequence the mines languished.

The search for mineral wealth and the opening up of good pastoral country round Champion Bay led, during these years, to a revival of exploratory work. In 1854 Assistant Surveyor R. Austin was sent by Governor Fitzgerald to examine the country to the north and east of the settled districts with a view of discovering minerals and of opening up further pastoral and agricultural land. This expedition, which left Moubakine, near Northam, in July, traversed and examined a considerable tract of salt marsh country and discovered several mountains and salt lakes. Further progress was prevented owing to the death of his horses through eating the poisonous box-plant, and Austin was compelled to make for the coast. On his way a halt was made at Mount Magnet and the district round Mounts Magnet and Kenneth and Lake Austin examined. This was afterwards described in his report as probably "one of the finest goldfields in the world." Austin finally arrived at the Geraldine Mine in November after suffering severely from want of water. Two years later, in 1856, Mr. A. C. Gregory made his well-known journey from the Northern Territory along Sturt Creek to Lake Termination, in the north-east of Western Australia, thence returning to his camp on the Victoria River. To him is due the discovery of the Denison Plains, to the south of the Kimberley goldfield. The remaining explorations were conducted by Mr. F. T. Gregory, who in 1857 returned to complete the survey of the unexamined portions of the Murchison River, and in 1858 was sent out for the purpose of exploring and reporting on the Shark Bay and Gascoyne River districts. Leaving the Geraldine Mine in April Gregory followed the Murchison River to the neighbourhood of Mount Gould, proceeding thence to the head waters of the Gascoyne. Tracing that river down to its mouth he made his way back to Perth and reported that there were several tracts of good, well-watered land in the Gascoyne district admirably suited for pastoral purposes, but suggested a further examination in the dry season of the year.

No further explorations of this section of the country were made in those years, but a good deal of attention was bestowed upon the districts lying immediately east of York and Northam. Various small expeditions, urged by the desire to secure good land, went out, and reported in fairly favourable terms upon land that is now being tardily recognized as comprising some of the best cereal-producing country in the State.

The material prosperity of the colony was in some measure reflected in the progress made in religious and educational affairs. The Church of England, which in

1850 had been made an archdeaconry under the control of the Bishop of Adelaide, was erected in 1856 into a bishopric, and Perth by letters patent was constituted a cathedral town, "thereafter to be called the City of Perth." The first Bishop, nominated by Bishop Short, of Adelaide, was the Right Rev. Matthew Hale, who had been Archdeacon of Adelaide since the foundation of the bishopric in South Australia. Bishop Hale, who was not unacquainted with the colony, arrived in 1856, but left for England toward the end of the year and was consecrated there in March, 1857. He returned, accompanied by several clergymen, in 1858 and immediately set about the organization of his diocese. The Rev. George Pownall was appointed Dean of Perth and the Rev. James Brown, one of the official chaplains, Archdeacon. In the same year the Bishop's School, the progenitor of the present Perth High School, was opened with twenty-three scholars, many of whom have since won distinction in their native land.

Other denominations were also extending their spheres of action. The Roman Catholic Church surmounted its early troubles and entered upon progressive work, its first district outside Perth being that of York. The Congregational Church entered upon its work in the colony in 1859, and the Wesleyans were rapidly launching out in the manner so characteristic of that sect. Educational interests were fostered both by the Government and the various Churches, and while little in the way of secondary education existed at that time the bulk of the children were given an opportunity of acquiring a knowledge of the primary subjects of instruction.

The native troubles which had formed so prominent a feature in the early history of the Swan River settlement had practically come to an end, except in the newly established district of Champion Bay. Here the thefts and other acts of vandalism were repeated, though on a smaller scale, and called for the intervention of both the settlers and the police. Rottnest Island was again opened as a penal establishment and some thirty or forty native prisoners confined there.

In one respect the colony suffered severely during the period 1854-60. Many of the early pioneers, having reached the allotted span of life or being worn out by the hardships of the early years, rested from their labours. Prominent among these were the Colonial Chaplain, the Rev. J. B. Wittencoom, who died in 1855; Mr. H. C. Sutherland, the Colonial Treasurer (1856); Mr. R. McBryde Brown in the same year; and Judge Mackie in 1860. These were all of the "first fleet," having arrived by the "Parmelia" in 1829. Judge Mackie had retired in 1857 after twenty-eight years' continuous occupancy of the judicial bench of the colony and many years' membership of the Legislative Council. He was, perhaps, the only one of all the first list of



officials who retained the unbounded confidence of the settlers generally.

These deaths and some resignations brought about various changes in the official life of the community. Judge McFarland succeeded to the office, but not to the popularity, of Mr. Mackie; Mr. Brown, and after his death Mr. A. O'Grady Lefroy, became Colonial Treasurer; Mr. F. P. Barlee was appointed Colonial Secretary in succession to Major Sanford in 1855; and toward the end of the same year Lieutenant-Colonel Bruce became Military Commandant. Mr. G. F. Stone resigned the position of Registrar-General in 1854 to

become Advocate-General, and the former office fell first to Mr. C. Shell and afterwards to Mr. A. Durlacher. The Legislative Council in 1860 consisted of the Governor (Captain Kennedy), the Commandant (Lieutenant-Colonel Bruce), the Colonial Secretary (Mr. F. P. Barlee), the Comptroller-General (Captain Henderson), the Advocate-General (Mr. G. F. Stone), the Colonial Treasurer (Mr. A. O'G. Lefroy), and Mr. A. Hillman (Acting Surveyor-General during the absence on leave of Captain J. S. Roe), as well as of Messrs. J. W. Hardey, S. P. Phillips, E. Hamersley, and L. Samson, who formed the unofficial section of that body.

## CHAPTER XI.

1861—1868.

### RESIGNATION OF GOVERNOR KENNEDY AND ARRIVAL OF DR. J. S. HAMPTON— CONVICT ADMINISTRATION—INCIDENTS OF THE SYSTEM—PROGRESSIVE PUBLIC WORKS POLICY—CESSATION OF TRANSPORTATION— EFFECTS ON THE SYSTEM REVIEWED.

The changes in the personnel of the Government during the period ending with 1868 were few. The principal was the retirement of Governor Kennedy in 1862 through effluxion of time. Kennedy can scarcely be said to have been a popular officer. A man of strong opinions and determined will, once he had marked out a line of action he pursued his course without any regard to public favour. In this respect he was not unlike Governor Hutt, but it must be admitted that he had not always the same difficulties to contend with as that gentleman. The Press, which presumably reflected the general public opinion of the day, considered him entitled to "every credit for great ability, and for great unscrupulousness in carrying out his plans regardless of public opinion however expressed." And yet to Governor Kennedy's careful guidance the settlers owed the only system of land regulations that had up to that time given anything like general satisfaction. His unpopularity seems to have been caused by an obnoxious Customs ordinance passed in 1860, an accusation of interference with the magistracy, a refusal to spend public money on roads to the Champion Bay Mines, and a generally restricted policy of public works. The opposition to the Customs Act certainly had some justification, more particularly as regards those clauses requiring the lightermen to enter into heavy bonds before being allowed to discharge cargo. How ill-advised was the attempt to press a highly technical Customs Act upon a still but half-organized community was

shown on the arrival of the first boat after the ordinance was passed. No one could be found to enter into bonds, and consequently the unloading of the ship had to be carried out by the Government itself. The inconvenience of such a proceeding was manifest even to the Governor, who when the Bill was under consideration had steadfastly refused to admit the possibility of such an occurrence, and as a result the obnoxious clauses were suspended and afterwards repealed. Captain Kennedy incurred further displeasure in January, 1861, by the removal of the names of Messrs. Drummond and Lukin from the Commission of the Peace. It was generally believed that the action was due to the objection these justices had against being regarded as mere creatures of the Executive, an opinion which was strengthened by the removal shortly afterwards of Mr. Wallace Bickley's name from the Commission. Though there is not sufficient evidence to prove the truth of the contention, there are many indications that Governor Kennedy did not view independence on the part of the magistrates with anything like favour. That may have been owing to the difficulty of handling a convict population, and the fear that leniency or sympathy might bring about an increase of crime, but it was certainly unwise for the representative of the Sovereign to interfere in the administration of justice. In refusing to spend public money in order to increase the profits of a private mining company by providing facilities for transport which the company should itself have provided, the

Governor ought to have had the support and not the opposition of the colonists, particularly as there were many necessary public works in the centres of population which could not be carried out through lack of funds. Unfortunately there existed in the public mind an impression that the Government was not hampered by any lack of funds, but that the Governor was pursuing a policy of parsimony in order to leave a surplus at the end of his term and so secure the credit of being a successful administrator. There certainly was a sum of about £22,000 lying in the colonial chest in March,

in the fact that he was not one of themselves. Courteous in all his actions and punctilious to a degree, he never forgot, nor did he allow anyone else to forget, that he was Governor. Complaints against his administration of the convict system were to some extent justified. It lacked efficiency and was not usually in the interests of the colony. In fact, all through his term Captain Kennedy was an Imperial officer, bent on conserving Imperial interests, and where these clashed with the requirements of Western Australia he leaned in every case toward the Motherland. In this respect he dif-



GOVERNMENT HOUSE, PERTH.

1861, notwithstanding pressing demands for roads, bridges, and buildings, but instead of that being due to economy it was brought about by the fact that so few convicts were arriving that there was not sufficient labour to absorb it. Just prior to leaving the colony Captain Kennedy authorized a scheme of public works which far exceeded the money in hand. For this he was accused of unwarranted extravagance, and of seriously hampering the operations of his successor. The colonists had apparently determined to show disapproval of everything he did, and perhaps the real reason lay

ferred from his successor, Dr. John Stephen Hampton, who arrived in the colony in February, 1862. Dr. Hampton had for a time been Comptroller-General of Convicts in Tasmania, where he had achieved considerable unpopularity through being a strict disciplinarian. He had a wide experience of convict life, and there is no doubt that as regards the convict system his administration of the government of Western Australia was more successful than that of his predecessors.

The only other important official change during this period (if we except the resignation of Captain Hender-

son, which will be dealt with later) was in the judicial office. On the resignation of Judge Mackie in 1857 Judge McFarland had been appointed Commissioner, and arrived early in 1858. His term of office was short and not altogether acceptable. In 1861 he resigned and was succeeded by Mr. (afterwards Sir) Archibald Paul Burt as Commissioner of the Civil Court and Court of Quarter Sessions. Shortly after his appointment Mr. Burt decided that under the constitution he had no power to issue writs of *habeas corpus* or *certiorari*. To meet this difficulty an ordinance was passed in June, 1861, creating a Supreme Court for the colony and appointing Mr. Burt the first Chief Justice, with Mr. G. F. Stone as Attorney-General and Mr. A. H. Stone as Master of the Court.

The convict system still continued to be one of the most important features in the history of the colony. In March, 1861, the Secretary of State replied to the complaint of the Legislative Council concerning the failure to keep up the supply of convicts. He explained that while the Imperial Government recognized the importance to the colony of an adequate supply of forced labour, a difficulty was created by the limited number of men who were being sentenced to periods of imprisonment sufficiently lengthy to admit of transportation. The protest, however, appears to have had some effect, as from 1861 till the cessation of the whole system in 1868 a reasonable supply was maintained. No doubt the fact that Western Australia was the only place left to which convicts could be transported had also some effect in bringing about the increased supply. Up to the end of 1860 the number of convicts transported to the colony was 3,509; from 1861 to 1868 a further 4,212 were sent, making the total convict population 9,721. The following list gives the names of ships, number of prisoners, and year of arrival during the period under review:—

Ship.	Convicts.	Year.
"Palmerston" ... ..	286	1861
"Linelles" ... ..	306	1862
"Norwood" ... ..	290	
"York" ... ..	300	1863
"Merchantman" ... ..	192	
"Clyde" ... ..	320	
"Dalhousie" ... ..	270	
"Clara" ... ..	301	1864
"Merchantman" ... ..	260	
"Racchorse" ... ..	280	1865
"Vimeira" ... ..	250	
"Belgravia" ... ..	277	1866
"Corona" ... ..	306	
"Norwood" ... ..	254	1867
"Hougoumont" ... ..	280	1868
Total ... ..	4,212	

The Duke of Newcastle's despatch was reassuring to the settlers, as, while it did not give any guarantee to

send out yearly the thousand convicts which the Legislative Council considered the colony could absorb, it showed that, for the time at any rate, there was no intention to abandon the system of transportation. There certainly had existed, locally, a fear that transportation might be abandoned, more especially as the inhabitants of the other Australian colonies had expressed a desire that it should cease over the whole continent, and some of the Legislatures had even passed laws to prevent persons who had been convicts in Western Australia from coming within their limits. The question was referred to by the Comptroller-General in his report for 1861, the concluding paragraph of which states:—

"Some doubt seems still to hang over the question of the continuance of transportation to this colony, and it may not be irrelevant to record once more that there exist here facilities, and an almost certainty of success of such a system as that now in force, which in all human probability will never recur. An extensive territory with innumerable resources slowly but surely developing themselves, a large leaven of free settlers anxious and willing to co-operate with the Government in the progress of transportation as here established, necessaries of life at a reasonable price, an excellent climate, and a well-organized convict department with all the means and appliances necessary for the full and efficient performance of its duties in working a system hitherto successful, form a combination of facts which may hereafter be sought in vain."

A further despatch from the Secretary of State, dated March 18, 1861, informed the Governor that a Committee of the House of Commons had been appointed to inquire into transportation generally, and that the view taken by the Council in Western Australia would doubtless be considered. This Committee reported in the following May that "while the Committee have not thought it their duty to take evidence as to any possible changes for the purpose of increasing the supply of convict labour to Western Australia, they do not think it advisable to interfere with the present arrangements for transportation to that colony . . . when Western Australia is anxious to receive such number of convicts as this country may from time to time be able to send there."

Further reference was made to the subject in the report of a Commission, under the chairmanship of Earl Grey, appointed under the Sign Manual in December, 1862, to take into consideration the whole question of transportation and penal servitude. Voluminous evidence was taken by this Commission, and a vast amount of information regarding the merits of the system as carried out in Western Australia was given by Captain Kennedy, Colonel E. Y. W. Henderson, Dean Pownall, Major Sanford, and Captain Du Cane. In its report, dated June 20, 1863, this Commission re-

commended that with the exception of those who were physically or otherwise unfit, all convicts sentenced to penal servitude for any term of years should be ultimately sent to Western Australia. The "physically or otherwise unfit" were defined as those not fit for manual labour or those who had been convicted of unnatural crimes. This restriction upon the class of men sent out was of practical value to the colony in bringing about an improvement in the morals of those transported. That a very dangerous element had previously been sent out was apparent from the evidence given before the Commission. One witness stated that in addition to men convicted of unnatural offences, concerning whose sanity there might be doubts, twenty-eight lunatics had been introduced, while at one time in 1861 there were more than that number of murderers in Fremantle Prison.

The Commission also recommended that the system of granting conditional pardons which had obtained in the colony up to that time should be abolished. Strong objection to the system was taken by witnesses from the eastern colonies of Australia, who pointed out the dangers that might arise from an exodus of these men to the other more prosperous colonies. This objection was largely sentimental, as there was little or no evidence that conditional pardon men who had proceeded to Victoria or South Australia had ever been reconvicted. The recommendation was no doubt chiefly due to the strong opinion expressed by Captain Kennedy that the practice of granting these pardons should be discontinued, as the men were subject to no special control, and it often happened that an industrious and well-behaved holder of a ticket-of-leave became a confirmed loafer and parasite on obtaining his conditional pardon.

The question of the wisdom of granting these pardons had already engaged the attention of the Secretary of State, who in a despatch of April, 1863, ordered the suspension of the privilege in the case of convicts under sentence of twenty years or upwards. Later in the year it was decided to abolish the system altogether as far as it concerned convicts sent out after September 26, 1863, and to require that every convict should remain in Western Australia under surveillance until the completion of his sentence. That the new system did not meet with the approval of the convicts is evident from the more frequent and desperate attempts at escape which took place after the end of 1863.

The principal recommendation of the Commission—the adoption of extended measures of transportation to Western Australia as a permanent policy—was, however, set aside at the earnest solicitation of the eastern colonies. Though somewhat disheartened by the temporary rebuff which the report of the Commission gave, the Legislatures and people of those places continued to urge upon the Home authorities the injustice accruing

to the eastern part of the continent through the presence of a penal settlement in the West. New South Wales and Tasmania had cast off the convict yoke; Victoria and South Australia had never come under its baleful influence; and all joined in energetic protest against its continuance in any part of Australia, even though the local authorities in that part desired it. The arguments used in the east were not always quite fair to Western Australia—it is, for example, very doubtful whether the eastern colonies in any way suffered through the presence of conditional pardon men from the West—but the overwhelming moral force exhibited in the desire to make Australia a free, law-abiding, clean land could not fail, sooner or later, to bring about the object aimed at.

No doubt the Imperial authorities were helped to a decision on this momentous subject by the discovery of further rich pastoral land in the north, around Nickol Bay. The local authorities sought consent to send batches of convicts to this district. People in the eastern colonies were also desirous of securing land there, but objected to do so so long as the chance remained of convicts being drafted to it. The local application to send convicts came before the Secretary of State at a time when various schemes for a general reorganization of the convict system were being put forward, and the Minister not only refused to assent but informed the colonial authorities that at the end of three years the whole system of transportation would cease. In a despatch dated November 26, 1864, Mr. Cardwell states:—

I need not remind you of that with which you are so familiar—the past history of this most embarrassing question. You are well aware that the report of a Commission of the highest eminence, which recommended the adoption of extended measures of transportation to Western Australia as a permanent policy, was set aside in deference to the earnest remonstrances of the eastern colonies, and that all the evils which that Commission attributed to uncertainty and to the limited number of the convicts sent still continued. It was not possible to increase the number of convicts, and so long as the system continued at all its probable duration could not but be most uncertain. Taking, therefore, into view the interests of Western Australia, as well as the interests, the feelings, and the deep convictions of the eastern colonies, Her Majesty's Government have arrived at the conclusion that the introduction of convict labour into the new districts should be prohibited by the regulations, and that this opportunity should be taken for fixing a definite time beyond which transportation to any portion of the colony should not be continued. This definite period they propose should not exceed three years.

This decision, so far as it related to the introduction of convict labour or of persons under a penal sentence into the newly-discovered country, met with approval both in England and Australia, and there is no doubt that it saved Governor Hampton, who was favourable to convict labour, from committing a grave error of judgment. Having come to that decision the Home

authorities were practically compelled to face the whole question of the continuance of transportation, for reasons admirably set forth in an article in *The Times* commenting upon the despatch:—

“While the expediency of gradually abolishing transportation to Australia was under anxious discussion in the Colonial and Home Departments a most interesting event was reported to the Secretary for the Colonies by the Government of Western Australia. It was no less than the discovery of a fertile tract, containing between five and six millions of acres in the north-western part of that colony. Mr. Panter, the leader of the exploring expedition which opened out these new plains called the ‘District of the Glenelg,’ describes them as clothed with the finest pasturage, capable of carrying upwards of 3,000,000 sheep, besides forests of timber trees and land available for agricultural purposes. This discovery could not fail to mark an epoch in the history of Western Australia. When a new country is thrown open for settlement in Australia the admission or non-admission of convict labour becomes a matter of the first moment. It is analogous to the alternative between free and slave labour in the American territories. If the latter be tolerated the former will be repelled. It would have been possible no doubt to place the new settlement under different regulations from the old, but had this arrangement been made the feud now existing between Western Australia and the Eastern Colonies must have arisen in an aggravated form between the North and South of Western Australia itself. There was a judicious way, and one only, of meeting the difficulty, and that was to cut the knot of it and solve the convict question by the same stroke.”

Possibly owing to the omission to state a definite date upon which transportation would cease the decision was not at first taken very seriously in the colony, but the Imperial Government wasted no time in showing their earnestness in the matter. Early in 1865 the House of Commons was informed that the system would come to an end in three years’ time, and on May 12 the Secretary of State forwarded a despatch to the Governor stating: “The present intention of the Government is to send out two ships containing from 270 to 280 convicts, in each of the years 1865, 1866, and 1867, at the end of which transportation will cease.” A reference to the list of ships given on a preceding page shows that that intention was carried out, the last convict vessel to arrive being the “Hougoumont,” which reached Fremantle on January 10, 1868.

When the intention to put a stop to transportation became known locally, the cry for compensation—so usual when a concession is withdrawn—was immediately raised. The Perth Chamber of Commerce, with a self-confidence befitting the tailors of Tooley Street, resolved that “no time should be lost in asserting the claim of the colony to compensation; that free emigration at the expense of the Imperial Government should be continued for ten years; that the Home Government should furnish a steamer for coast communication; that, as the convicts have been employed in the erection of buildings for their own occupation, and that now when those

buildings are completed we are to be deprived of that labour which should be available for roads, a grant of £250,000, paid annually in sums of £25,000, from the Imperial funds, be asked for.” Outside the Chamber these requests were treated with ridicule, but at the same time serious attempts were made by colonists and others interested to secure some compensation to Western Australia for the withdrawal of the convicts. Major Sanford and Mr. Mangles interviewed the Secretary of State upon the subject, but received no satisfaction beyond the assurance that some allowance, though not in money, would be made.

Apart from this the cessation of transportation appears to have come about without any great demonstration on the part of the colonists. As in the beginning opinions had been fairly evenly divided in the matter of inaugurating the system, there seemed at its close to be much the same evenness of opinion as to the wisdom of abandoning it. On the whole, perhaps, the balance was in favour of the Imperial Government’s action, as many of the colonists felt that they could not derive further benefit from the convicts, while the presence of them debarred the colony from a fuller voice in the management of its own affairs. From the standpoint of the good achieved both to and by the convict, *The Inquirer* gave a very fair summary of the results: “We have made roads and bridges and constructed many public works which without the aid of the convict system we could not have performed. A large Imperial expenditure in the colony has maintained a trade and strengthened the hands of the settlers. It has supplied the country with cheap labour—not the most suitable kind, certainly, yet not the least desirable. And, while it has thus helped us forward, it has brought us but little to detract from the good. Black has not shown itself to be very black after all. We have learned that the criminal is not all evil, that the angel within is not forever expelled by the verdict of a jury, that it may and does survive many deviations from the path of rectitude, and leaves us at times to marvel at the good that lingers around the hearts of even the hardest offenders needing but little kindness from one to another to bring it out.” That there was a good deal of truth in the statement is apparent from two facts—the very great progress made by the colony under the convict system, and the almost complete absence of after ill-effects of a moral character. But that it was time for the system to come to an end there is not the slightest doubt. Public opinion on the subject of the treatment of criminals was undergoing a drastic change, and the report of the Convict Superintendent in 1865 shows that convict officials realized it. “Sooner or later,” he says, “the industrial employment of prisoners will be abandoned in all civilized countries, and for it will be substituted a system of comparatively

short sentences to be passed in the strictest solitary confinement, on a reduced diet, without books other than the Bible and a few of the best religious works, without the possibility of communication with fellow-prisoners or friends, without any of those reliefs and consolations, whether physical, moral, or mental, which constitute the external mechanism of enjoyment, cheerfulness, and happiness to mortal man."

Though the actual transportation of convicts ceased at the beginning of 1868 years passed before the final adjustment of affairs was made between the Imperial and local authorities. One contentious matter was that of the number of free immigrants introduced at the expense of the Home Government. According to the arrangements made in 1859 the English authorities, in consideration of the colony receiving convicts, agreed to despatch an equal number of free immigrants. For a few years preceding 1868 this supply had not been kept up, and in July of that year the Legislative Council appointed a Committee to consider the question. By counting two children as one adult this Committee came to the conclusion that only 6,122 immigrants had been introduced as against 9,680 convicts, leaving the Imperial Government still liable for a further 3,558 free persons. The report also claimed that the dearth of farm labourers, shepherds, and domestics showed an urgent need for an immediate supply, and asked that two emigrant ships be equipped at once by the Imperial Government. The Governor forwarded the report to the Secretary of State with a recommendation, but the only

reply was one practically refusing the request. In a despatch, dated July 26, 1869, the Secretary of State wrote: "The claim put forth on the part of the colony exceeds in amount what Her Majesty's Government could in any case recognize, partly because certain immigrants who ought to be included in the calculation of immigrants are omitted, and partly because the computation is not, as it ought to be, of the number of persons sent out, but of the number of *statute adults*. But

apart from considerations of detail Her Majesty's Government feel serious doubt as to the obligation of this country to continue the emigration now in question. It has already been laid down as a condition of that continuance that the immigration should be wanted and such as the colony can provide for, but it is clear from the census returns that the large majority of those persons who reach Western Australia do not remain in it. There is, therefore, the strongest *prima facie* evidence that the immigration is not wanted." This answer, it need not be said, did not give satisfaction in the colony. The Secretary's ignorance was deplored, his good faith impugned, and his

value to his country gravely doubted. The matter, however, rested there.

The number of men actually under control at the end of 1868 was 3,158, the difference between that and the total number sent out (9,721) being made up of those who had served their sentences, were out on conditional pardon, or had died. Unfortunately the sources of information are not too complete. Two fires amongst the records during the early sixties, and the



TOWN HALL, PERTH, 1870.

official destruction of many papers and documents on the withdrawal of the convict establishment have considerably restricted the opportunities for securing information.

The most important event in the local administration of the system was the resignation early in 1863 of Comptroller-General E. Y. W. Henderson, who left the colony in the ship "York" on January 31, having reached the rank of Lieutenant-Colonel. He had, with one short absence on leave, controlled the system from the date of its inauguration, and its success was no doubt largely due to his wisdom and tact. A strict disciplinarian, he was always just, and impressed upon all who had charge of convicts that they must regard them as men who though they had transgressed man's laws must not be regarded as necessarily for ever without the pale. To Colonel Henderson more than to anyone else is due the fact that convictism has left no degrading mark on Western Australia, and never gave rise to those horrors, so frequent and appalling, that occurred in New South Wales and Tasmania. Recalled to active military command, Colonel Henderson subsequently became Commissioner of the Metropolitan Police of London, a position which he held until his death in 1896. Captain Newland, his successor, arrived in the colony on January 14, 1863. With the system so well organized his task was not a hard one, but unfortunately continual disagreements with Governor Hampton made the position untenable and he resigned early in 1866. Pending the arrival of a successor, the Governor bestowed the acting appointment upon his son, Mr. G. E. Hampton. This gave rise to bitter controversy and opposition. Mr. Hampton had no particular qualifications for the post; he already held more than one lucrative office; he was personally unpopular; the general opinion was that the position should go to Mr. A. O'Grady Lefroy; and, above all, there was the charge of nepotism on the part of the Governor involved. When to those reasons is added the fact that high-handed proceedings generally on the part of the Governor had caused his early popularity to wane, the strong disapprobation of public, Press, and convicts may be readily understood. This was accentuated in May by the decision of the Governor to grant his son the lodging allowance of £100 per annum to which the Comptroller-General was entitled. As Mr. Hampton resided at Government House it was not considered likely that he would apply the money to the purpose for which it was granted, "unless," wrote *The Perth Gazette*, "His Excellency intends to charge him rent for the rooms he occupies in his residence, in which case, of course, the amount will be placed to the credit of the colonial revenue under the head of 'Miscellaneous Receipts.'" That as a result of the feeling displayed charges of inefficiency should be continually urged against Mr.

Hampton was only to be expected. Probably many of them were the result of this, and had no basis of justification, but there is no doubt that the efficiency of the system suffered under his control and the convicts chafed more under restraint. Attempted escapes became more numerous, due partly to sending out on road-parties men who ought to have been kept in durance at Fremantle, and partly to the fact that well-behaved convicts were for trivial offences consigned to the chain-gangs. During the eight months ending March, 1867, over ninety attempts at escape were recorded—more than three times the number of any previous period of the same length.

Evidence of the want of wisdom in the appointment and of inefficiency on the part of Mr. Hampton was not wanting. Accusations of tyranny and oppression were made, and some colour was given to them by the abolition in March, 1867, of the Board of Visiting Magistrates, the only protection against officialism which the prisoners possessed. A convict charged with attempting to murder a warder in the prison said that harsh treatment had made him callous and regardless of life. He stated that he was placed in solitary confinement in a cell with a concrete floor; that one night Mr. Hampton entered the cell, ordered the bedding and bed and his clothing to be taken away, and left him to pass the night on the bare floor without covering; that his clothes were returned the following day but the irons on him were doubled in weight. Four days later Mr. Hampton again paid him a visit at night, and then, says the report of the evidence, "for twenty-two days the man remained under the same treatment in the cold, damp cell, lying like a brute curled up on the stone floor. The impression this statement made on the jury before whom the case was tried was evidently a conviction that the man was right in attributing to it a tendency, as he said, to make him desperate, and a favourable verdict was given." A further case happened where a convict who had barricaded himself in his cell was left in darkness without food or water for seventy-two hours. *The London Review*, commenting upon Mr. Hampton's administration, gives another case. "Eight men having been charged with running away from the Fremantle Bridge, the magistrate before whom they were brought said he was directed by the Governor to sentence them to two years' hard labour in irons, and this remarkable judgment having been delivered, the Acting Comptroller-General stood up and read the following additional sentence from the Governor for the same offence: 'These men are to be kept in dark cells on bread and water until the surgeon reports they can no longer stand it without danger to their lives.' We have no desire to shield the Australian convicts from the just punishment which their offences deserve,

but they should not be deprived of that protection which the law allows them."

Fortunately this condition of affairs, of which other instances could be quoted, and which smacks of the treatment meted out in Tasmania, did not long continue. The Imperial Government reproved the Governor for making the appointment, and appointed Mr. Wakeford to the position. This officer arrived in May, 1867, and assumed duty at once, making immediate inquiries into the circumstances under which special punishments had been given, and remitting many of them, at the same time greatly reducing the chain gang. The system so carefully built up by Colonel Henderson, and which had proved so successful, was, in fact, quickly reverted to, and the causes of dissatisfaction removed.

The criminal statistics show that there was an appreciable increase in crime during the years 1861-68. This, of course, was due to the larger number of convicts in the colony, the distribution of whom tended to become a means of contamination. And yet most of the cases were for drunkenness, common assault, and breaches of the regulations. Serious offences continued to be few in number; out of 3,644 convictions in 1867 only thirty-six were at the hands of the Supreme Court. This state of things may have been due to the strict supervision of the police, or to the success of the regenerative methods adopted by the convict administration. In either case it goes to show that the presence of a large convict population is not necessarily a source of danger to a community. Mention may here be made of some of the more serious offences and of the characters concerned in them, particularly as some of the compulsory sojourners in Western Australia possessed more than local notoriety. For the descriptions of these we are in great measure indebted to Kimberley's History of Western Australia.

The ship "Edwin Fox," which arrived in November, 1858, brought amongst others three men, who from their undoubted gifts might easily have made their marks in more respectable walks of life—Rev. William Beresford, Leopold Redpath, and William Robson. Beresford, a clergyman of the Church of England and nephew of Lord Decies, was convicted of forging the endorsement to a bill of exchange and sentenced to transportation for life. A man of distinct ability and of good address he became, after securing his conditional pardon, a journalist and tutor, and for some years conducted with some success *The Herald* newspaper, but ultimately died in an invalid depot in 1881. Beresford may have been the victim of circumstances or too weak to stand against temptation, but Redpath was the type of man who can only be described as a skilful and determined criminal. His career might almost be looked upon as romantic, and is so celebrated in the annals of crime that it may

be excusable to refer to it shortly. Beginning life as a lawyer's clerk, he afterwards joined the staff of the P. and O. Company, leaving that office to enter upon business as a broker. Of a charitable nature, more especially where other people's money was concerned, the distribution of his client's funds soon ended his career in that direction. We next find him as a clerk in the Great Northern Railway Company, rising by diligence to the position of registrar, in which capacity he controlled the share register. This he did to such advantage that for ten years he reigned as a social magnate, patron of art, and lavish dispenser of charity, giving the impression that his wealth was due to successful speculation. A trifling incident brought about an examination of his books, when it was found that the share registers had been manipulated and false stock to the value of £220,000 issued. Redpath fled to Paris, then doubled back to London, where he was arrested, and after trial sentenced to transportation for life. He is considered to have lived at the rate of £20,000 a year during the period of his magnificence, and possessed on his conviction property to the value of over £50,000. In prison Redpath, according to the Newgate chronicles, "behaved so as to justify a belief that he had been a gaol-bird all his life." Soon after he arrived in Western Australia he received his ticket-of-leave and later his conditional pardon. Mr. Howard Willoughby, who visited Western Australia in the interests of *The Argus* in 1864, described Redpath as "a tall man, of good address," who always maintained a position above the ordinary class of ticketers. Even in prison he never made his own bed nor cleaned out his cell; obsequious convicts, anxious for the reward of his smile, being always ready to perform those offices for him. His brother ticketers touched their hats to him in token of their respect; he wrote clever letters to the Press under a *nom de guerre*, and was the founder and honorary secretary of the Working Men's Association. During his term in prison he was employed as clerk in the Commissariat Stores, and by his industry and ability effected considerable saving therein. By the free classes of course he was specially shunned as a dangerous man and social agitator. Greatly desiring to get to Melbourne he applied during the early sixties to be transferred to Victoria, but without success. In 1871, however, he left Fremantle for Adelaide, and was afterwards understood to be earning a comfortable livelihood in Melbourne. Another criminal of much the same type of character, but lacking the personal charm and attractiveness, was William Robson. Starting life also as a lawyer's clerk he ultimately became manager of the share transfer department of the Crystal Palace Company, and in that capacity defrauded the company of about £27,000. Having fled from arrest he was captured in Sweden, and subsequently sentenced to two terms of transportation



of fourteen and twenty years respectively. In Western Australia he was employed with Redpath in the Commissariat Department, and secured his ticket-of-leave as quickly as good conduct would allow. Apparently he left his good conduct behind when he was released from the prison, as in June, 1860, he was found guilty of embezzlement. His general character was not good. Dissipation formed his chief employment, interspersed with effusions of poetic fervour mostly after the style of Byron and Gray, and some of them the actual work of those authors. In 1861 he established and edited *The Western Australian Literary Magazine*, which, however, was short lived, only four numbers appearing.

Other historic convicts were Moondyne Joe and John Boyle O'Reilly. Moondyne was a very ordinary criminal, successful only in prison-breaking, and his fame lies chiefly in the novel "founded on fact" recording his history and written by O'Reilly. O'Reilly was one of the band of Fenians who arrived by the "Hougoumont" in 1868; he afterwards succeeded in escaping by swimming off to an American whaler in the neighbourhood of Bunbury. He reached the United States safely, and for many years was engaged in journalistic work, earning the respect of his fellow men. He died in America a few years ago.

Serious offences, though never very numerous, considering the class of population in the colony, were more prevalent during this than any other period during which the system was in operation. Murders, burglaries, and bushranging seem to have been the prevalent crimes; in fact, bushranging seems to have been the usual occupation of many of the escaped convicts. Escapes, too, grew more frequent and attempts more desperate. The cause of these was undoubtedly the abolition of conditional pardons, and the regulation that every convict must remain in the colony until the expiry of the full term for which he was sentenced.

Some excitement was caused by the fact that the "Hougoumont," which was the last convict vessel to arrive, brought amongst others thirty-eight Fenians. Fearing that attempts might be made to rescue them the vessel was escorted for some distance from England by a man-of-war. Fenian cruisers were said to be on the watch to effect a rescue. The knowledge that these people were coming to Western Australia caused some consternation, not only in the colony but in Victoria and South Australia as well. The Governor promised to send to Sydney for a warship, and did so almost immediately after the "Hougoumont" arrived, with the result that H.M.S. "Brisk" was sent over early in February and remained at Fremantle for several months. The Fenians, however, were model prisoners—until the time was ripe, when they effected their escape in quite a dramatic manner.

The period 1861-68 was one of distinct progress as regards public works. Operations in this direction had somewhat languished during the previous couple of years, mainly on account of the fact that convicts in sufficient numbers to keep works going had not been forthcoming. It was also said by the colonists, though without reason, that Governor Kennedy was delaying the construction of necessary buildings in order to leave behind him a satisfactory credit balance. It will be remembered that as an answer to that accusation Captain Kennedy, just before leaving the colony, authorized public works to an extent which not only absorbed all the money then available, but so earmarked prospective funds as to make the task of meeting expenses during the next couple of years somewhat hard for his successor. In fact, Governor Hampton found himself not only unable to authorize new works for 1862, but had to submit measures for legalizing £26,375 unauthorized expenditure on the part of his predecessor. In refusing requests for new works he assured the colonists that he would use every endeavour to render convict labour available for purely colonial work. To that end he increased the numbers employed on the Government House, finished the permanent road between Perth and Fremantle, built the Swan River wall, and improved the lines of road between various centres. In 1863, after the liabilities left by Governor Kennedy had been discharged, large parties were set to work improving the streets around Perth and its suburbs, making excavations preparatory to erecting the North Fremantle bridge, and building and repairing other roads and bridges. During the same year a summer cottage for the Governor was erected at Rottneet, and the large pensioners' barracks at the head of St. George's Terrace commenced. These when completed contained 120 rooms, with hospital, magazine, and other appurtenances attached. The activity was continued throughout the following years, as may be seen from the Governor's Speech to the Legislative Council in 1864, in which, *inter alia*, he said: "The public works now in progress are bridges at North Fremantle, Perth Causeway, Greenough Flats, Beverley, and Ferguson River; jetties at Bunbury and Busselton; additions to the Poorhouse, Perth, and the police stations at Pinjarra and Newcastle; new police stations at Baylup, Staunton Springs, and the Lakes; and the reconstruction of the Swamp drain at the back of Perth. Forty-nine road parties are distributed in different districts. With the exception of the Pinjarra police station and the two jetties all the works are being carried on by convict labour, which costs the colony literally nothing for supervision and maintenance, or for the tools used by them, and the material benefit thus derived by Western Australia from transportation is further enhanced by upwards of

£90,000 Imperial money being expended annually in the colony." The Perth Causeway and the North Fremantle bridge, both of which are still in use, were finished, the one in 1865, the other in 1867. On the latter the chain-gangs were mostly employed, particularly in quarrying the stone for use in the foundations and approaches of the bridge and in widening and deepening the channel at the mouth of the river in its vicinity. The Swamp drain was that locally known as the Clai-ebrook drain, the plans for which were prepared by Lieutenant (afterwards Sir) William Crossman; it drained the whole swamp area upon which the Perth Railway Station is now built. Another building, practically the last under the convict system, projected by Governor Hampton and commenced in 1867, was the present Perth Town Hall. Like many structures erected by forced labour, it occupied some years in building, and though it is now scarcely imposing enough for the city was at the time one of the architectural features of Perth. In the same year the main road to Albany was formed and macadamized. Thus right up to the end of the convict regime the prisoners were employed with considerable advantage upon public works of permanent value to the colony itself. In fact, Mr. Hampton proved himself in that direction a most capable administrator, and would have received nothing but praise but for the fact that the employment of convicts meant the abandonment of contracts and consequently did not meet with universal approval.

With 1868 the convict system came to an end. Reviewing it as a whole it must be admitted that from a material standpoint it conferred lasting advantages upon Western Australia. Public works were erected, lines of communication opened, and shipping facilities provided which the colonists themselves could not possibly have procured, having neither the labour nor the money. The impulse given brought about results which without convicts Western Australia could not have achieved after years of struggling. Faith in the colony was strengthened by the presense of those large sums of

money which the system distributed, and general prosperity made itself felt with the wider market thus provided. From these points of view transportation was an undoubted success, and though it is not perhaps possible to say the same from a moral standpoint, the passage of time has proved that whatever moral taint existed was merely evanescent in character. The opponents of the system blamed it for every sign of moral deterioration and physical degeneracy that appeared; for the increase in drunkenness, crime, and lunacy—for, in fact, all those evils which were reputed to follow in the train of transportation. But statistics prove that the convict was little more addicted to drink than the free man; that serious crime has never been an outstanding feature of Western Australia; and that the colony has held, and still holds, a lower percentage of insane and imbecile than some of the other Australian States which have

always been free. Improvidence was certainly a marked feature in the lives of convict ex-pires, and raised a fear that the colony might in the long run have to pay dearly for the present help. In a measure this was true, and there are still some few receiving Government assistance. But on the other hand many men were



THE PENSIONERS' BARRACKS.

reclaimed to society, and after completing their sentences became possessed of competences and raised themselves once again to respected positions in life. Even Mr. Wilmoughby, who at the request of *The Argus* examined the conditions existing in 1864, and who could scarcely be said to look upon the system with a favourable or unprejudiced eye, admitted that a visitor saw little that was exceptional. Captain Du Cane told Earl Grey's Committee in 1863 that even then no moral influence of an injurious character was apparent in the colony. Even if there were it was not permanent in effect, for no one will claim that any moral deterioration exists in the Western Australia of to-day. Of course there does exist the fact that Western Australian history has been tainted by a convict period—and no material prosperity that ensued at the time will ever efface the stain. At that price all that accrued was dearly purchased.

CHAPTER XII.

1861-1868 (continued).

EXPLORATIONS—OPENING UP THE NORTH-WEST—TRADE AND INDUSTRY—NATIVE TROUBLES—AGITATION FOR REPRESENTATIVE GOVERNMENT.

Perhaps the most important phase in the history of Western Australia during the sixties was the attention paid to exploration, more particularly of that portion of the territory lying northward of Geraldton, to which the term "The North-West" is popularly applied. Beyond the surveys of King and the incidental notices of earlier navigators little was known of that part of the colony, and it was therefore inevitable that the desire, apparently inherent in the British, to explore the unknown—generally in the hope of material profit—should find vent in that direction.

To Mr. F. T. Gregory, one of the assistants in the Survey Department, belongs the honour of opening up this vast territory. In 1860 it was announced that he and Mr. W. Burges were in communication with Sir Roderick Murchison and were arranging to get together a strong expedition for the purpose of exploring the north country, the expenses of which were to be in part borne by the Imperial Government and the Royal Geographical Society. In January, 1861, a communication was received by the Legislative Council from Mr. Gregory in which he asked that the local government should vote a certain sum toward the cost of the work. In that letter he pointed out that the intention was to land in Nickol Bay and explore the country inland from that place; that Messrs. W. and J. Burges, T. Brown, and W. Padbury were prepared to supply men and horses; and that he was ready to devote six months' salary—£250—toward the funds. After some consideration the Council voted £1,350—the amount asked for.

Arrangements having been made the party, which consisted of F. T. Gregory (leader), J. Turner (second in command), E. Brockman, Maitland Brown, J. McCourt, Harding, and Walcott, sailed on April 23, 1861, in the barque "Dolphin" for Nickol Bay. From Gregory's journal we learn that he landed there near the mouth of the Maitland River (where Karratha Station now stands), and followed the river to its rise in the ranges. Crossing the watershed he turned southwards, proceeding until he reached the Fortescue River, a few miles below Millstream, a district marked by rough and precipitous ranges. Still continuing to the south, he crossed the Hamersley Range, and followed the Hardy River to its junction with the Ashburton, and from that position he sighted Mount Augustus and the Lyons, which he had visited on a previous trip up the Gascoyne. Retracing his steps up the Ashburton

he noted the excellent pastoral country on Baring Downs, and then turned eastward back through the Hamersley Range, crossing the headwaters of the Yule and Shaw Rivers and ultimately reaching the branch of the De Grey River, now known as the Nullagine. This he traced to its junction with the Oakover, which in turn he followed to its source near Mount McPherson. In this waterless territory he got into difficulties, and but for the superior powers of endurance of Maitland Brown would probably have perished of thirst. On his return to the coast Gregory marked on the plan the fine areas of pastoral country on the De Grey and Lower Yule, the broad Sherlock Plains, and that fine stretch of volcanic country between the Sherlock and Roebourne on the Harding River, and also further west across the Nickol to the Maitland River. Then, after a trip of six months, as the weather was getting hot and the water scarce, he shipped his horses and camp equipment on to his vessel and returned to Fremantle, arriving there about the middle of November. Gregory had thus explored practically the whole of that large stretch of country unfavourably commented upon by King and Stokes, and so far from finding it hopelessly barren proved it to be capable of great development. The rivers Ashburton, Fortescue, De Grey, and Oakover were fresh and carried fish far inland; excellent land was discovered, of which over 3,000,000 acres were suitable for grazing purposes and over a quarter of a million for tropical agriculture; in addition, numbers of pearls and many tons of pearl shell were secured from the neighbourhood of Nickol Bay.

The report attracted considerable attention, not only from the leading settlers in the colony itself, but from many squatters in Victoria and South Australia, who, like all colonists of the Eastern States, had previously looked upon Western Australia as for the most part a barren desert, with here and there patches of fair arable and pastoral land.

The pioneer of settlement was Mr. Walter Padbury. He secured from Mr. Gregory a definite expression of opinion to the effect that the north-west was a stony country not so fertile as Queensland, but far beyond the average in the settled districts of Western Australia, and afforded a fair prospect of success to judicious settlers. Convinced that the country was at least worth a trial, Mr. Padbury applied to the Government for special concessions. This application directed

the attention of the authorities to the necessity for special land regulations, which were accordingly prepared, and with the approval of the Secretary of State came into operation at the beginning of 1863. These applied to two districts termed respectively the "North" and the "East." The North district comprises all that part of the colony lying north of the Murchison River and of a line drawn due east to the boundary through the summit of Mount Murchison. The East district was comprised of the country lying east of the meridian 121° E. longitude and south of latitude 30° S. The lands were divided into two classes. Class A included the islands off the coast and all mainland within two miles of the sea, while Class C comprised the remainder. Class A land could be held only on annual licence, but land in Class C could be secured on pastoral lease for eight years. In order to encourage settlement the Government offered to persons desiring to settle in these districts free pasturage for twelve months. During this time they could select land to the extent of 100,000 acres which they were allowed to occupy free of rent for a further three years, and after that under the ordinary conditions for an additional eight years. A further concession was made in July, 1864, when a remission of rent on 100,000 acres was offered to the first person who drove stock from any part of Western Australia (not within the Northern district) to any other part situate to the north of the Tropic of Capricorn. The object of this was to establish, if possible, an overland route between the settled districts in the south-west and the newly opened northern areas.

So far the regulations had dealt only with leaseholds, but in January, 1865, a new set was issued dealing with the sale, letting, disposal, and occupation of waste Crown lands within the Northern district, and also for the sale and letting of mineral lands generally, auriferous land and coal measures being excepted. Under these regulations the first 150,000 acres selected were to be sold at a price of 7s. per acre, but if not purchased within twelve months then the price was to be raised to 10s. per acre or whatever happened to be the minimum price established in the colony generally. Applications for country lands had to be for 80 acres or some multiple thereof, and purchasers of 160 acres or more could obtain a town allotment of half an acre at the same price. The most pertinent clause in the whole regulations was the following:—"No convict or person holding a ticket-of-leave, or person under sentence or order of transportation or of penal servitude, shall be introduced or allowed to remain within the northern portion of the territory of Western Australia to which these regulations apply." This was by direction of the Secretary of State, included, in spite of the opinion of Governor Hampton, at the request of settlers both in

Western Australia and the Eastern colonies. Lands deemed to be mineral lands, those bearing gold or coal excepted, were offered at £3 per acre in lots of not less than 80 acres. They could also be secured on yearly licence at a fee of not less than £8, or on lease for periods up to ten years at a rental of 8s. per acre.

While on the subject of land regulations it may be mentioned that the regulations affecting the colony generally were subjected to revision about this time. It was felt that those framed in 1860 had not proved entirely satisfactory and required some alteration. To that end a Committee, consisting of the Colonial Secretary, the Acting Treasurer, the Surveyor-General, and Messrs. J. W. Hardey and L. S. Leake, was appointed in August, 1863, to rectify the defects. This Committee reported in the following month, their recommendations being principally confined to mineral lands, which they advised should be sold at a minimum of £5 per acre in blocks of not less than 80 acres, to be paid, £1 on approval and £1 in annual instalments. So far as the general conditions were concerned they considered that where fee-simple grants were held the owners should be allowed free pasturage for stock over the surrounding waste lands to the extent of one head for every ten acres held. They also advised that at the expiration of a lease of Class B land the lessee should have a preferential claim to a renewal. These suggested amendments were forwarded to the Secretary of State for his consideration, and in the meantime an expression of opinion was asked for from the Agricultural Societies. The principal suggestions from these were a right of renewal for a further eight years of expiring leases of Class B land, and a readjustment of the boundaries of the lands comprised in Class A. They also asked that mineral lands should be leased at 2s. per acre for the first year and 3s. afterwards, with a right of purchase in 100-acre blocks at the end of two years for £2 per acre. Ultimately the suggestions of the Committee were in the main adopted by the Government and the new regulations were gazetted in August, 1864. As regards mineral lands they were the same as those mentioned above, which were adopted in 1865 for the northern areas.

But to return to the settlement of the north-west. With characteristic foresight, anticipating favourable concessions in the regulations, Mr. Padbury procured stock from the east toward the end of 1862 and made full arrangements to enter upon the task of pioneering in the new district. Early in 1863 he procured a small vessel, the "Mystery," to maintain communication between Fremantle and Nickol Bay, and also chartered the "Tien-Tsin" to convey his party and the stock to their destination. The "Mystery," with Messrs. C. C. Hunt and Turner on board, left Fremantle on April 4

and proceeded slowly up the coast, taking soundings in various harbours as they went. The "Tien-Tsin" followed on the 24th, with Messrs. Padbury, Samson, Ridley, McCourt, Nairn, Brown, Jones, Swift, and five natives, and carrying the consignment of stock—11 horses, 6 bullocks, and 540 sheep. Hunt and Turner, having found that the mouth of the De Grey did not provide a suitable landing-place for stock, selected one to the west of the De Grey and named it Tien-Tsin Harbour. The animals having been safely landed the surrounding district was searched without success for satisfactory pasturage. Padbury then, with Captain Jarman and Messrs. Samson, Turner, and Nairn, proceeded down the Harding, and leaving the party there returned to Fremantle in the "Tien-Tsin." The vessel sailed again for Nickol Bay with further stock in June. These were under the care of Mr. McCourt, who proceeded to look for the first party. After some time it was found that they had moved on to the De Grey River and established a settlement there. The next squatter to settle in the north was Mr. J. Wellard, who was accompanied by Messrs. S. Hall, H. Logue, W. Scott, and others.

Mr. Ridley, one of the original party which accompanied Mr. Padbury, was a Government surveyor charged with the duty of making a full report to the Government. This report was couched in such favourable language that it led to other attempts to find good squatting areas in the north. In May, 1863, Messrs. K. Brown, S. Hamersley, A. Brown, B. Clarkson, F. Pearce, and Dr. Martin chartered the "Flying Foam" and left Fremantle for Camden Harbour and the Glenelg. They sailed up the river as far as the rapids—about 28 miles—and there landed the stores and equipment. In July Messrs. K. Brown, Clarkson, and Dr. Martin, with five horses, set out for Camden Harbour, which they reached without difficulty. The country traversed was, they reported, a very fine one with abundance of grass and water. Later in the month a second party went farther up the river in boats. They experienced some trouble with the natives, and had to use their firearms to scare them away. This was the country which Grey had reported as among the finest in the world, with grass so high that he could not see over it. The later explorers not only confirmed the opinion expressed by Grey, but considered he had not done justice to the luxuriance of the grass.

Favourable as this report was, it did not result in any immediate development of that particular district, though settlement generally was proceeding apace in the north. In September, 1863, Mr. C. von Bibra selected a large tract of land on the Gascoyne River, and by the end of the year there were three runs of 100,000 acres each being stocked in the newly-opened area. In

January, 1864, a squatter from Victoria applied for a lease of Dirk Hartog Island, which was said to contain over 200,000 acres of good feeding-ground with excellent water. In March Mr. Withnall sailed for Nickol Bay in the "Sea Ripple" with 650 sheep, 5 horses, and 2 cows, and took up a further large area. Mr. Maitland Brown, about the same time, proceeded to Shark Bay and established a station in the neighbourhood of Freycinet Harbour, while a month or two later the Burges Brothers tried the district round Exmouth Gulf. This proving barren, they moved on to the Gascoyne River. Thus not only was extensive settlement proceeding along the north-west coast, but it was being established in such manner as to provide links of communication with the older settled districts and make an overland route practicable.

The efforts of Messrs. Padbury, Wellard, and Withnall were by this time showing signs of success, and the arrival at Fremantle in August, 1864, of the first wool clip—seven bales—had the effect of establishing confidence in the possibilities of the territory. Unfortunately, carried away by the desire to become rich quickly and with little exertion, and dazzled by the Government's liberal land regulations, many others made attempts to settle, but without the success that attended the endeavours of the hardier and more experienced men.

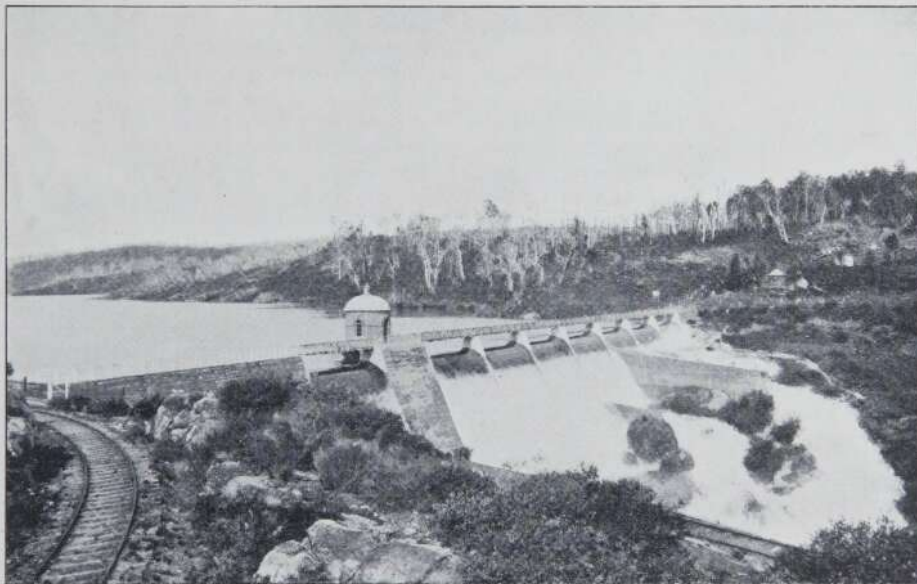
Another expedition went to Exmouth Gulf and Camden Harbour in 1864 as the result of a tale circulated by a convict named Wildman. This man, who at one time had been a ship's officer, stated that while repairing his ship near Camden Harbour in 1856 he had made a trip up a river and there secured gold to the value of £416, which he had afterwards sold in Liverpool. He offered to disclose the locality provided the Government would, when the story was confirmed, remit the sentence of fifteen years which he was then undergoing. The mere mention of gold was sufficient to rouse public expectation, and an expedition was rapidly equipped to test Wildman's story. To this the Government, after, it is said, testing the truth of the story as regards selling the gold, contributed £150. Dr. Martin was commissioned to act as Surveyor and Botanist, and the leadership was given to the Inspector of Police, Mr. Panter, who took with him Messrs. Turner, Stokes, Langoulant, F. and H. Caporn, Scott, and Du Boulay, as well as Wildman and a couple of natives. As might have been expected under the circumstances no trace of gold was discovered. Wildman either could not or would not divulge the locality where he had previously found it, and independent searches by the party proved unsuccessful. In other respects, however, the trip was not without result. The surrounding country was carefully inspected, and on the

way back Panter called at Roebuck Bay and made further explorations. In his report he spoke very favourably of that country, pointing out that there were thousands of acres of excellent pasturage, and that water was easily obtainable at a depth of a few feet. Dr. Martin was even more explicit and pronounced. Vegetation, he said, was luxuriant, animals, birds, and fish abundant, pearl oysters plentiful, and, above all, millions of acres of good pastoral country were available.

The outcome of these reports was the formation of the Roebuck Bay Pastoral and Agricultural Association Limited, the provisional committee consisting of

to choose a satisfactory location. With them went Inspector Panter as a guest. Meanwhile a meeting of the shareholders was held and Messrs. F. P. Barlee, G. Glyde, C. Wittenoom, S. E. Burges, E. W. Landor, G. Shenton, and Major Crampton were elected directors. Two vessels, the "Nile" and the "Hastings," were chartered to convey the stock, which numbered some hundreds, to Roebuck Bay, where they were pastured, according to Mr. Harding's report, upon excellent country which promised every prospect of success.

The inception of the work was followed by an appalling disaster. On November 9, 1864, Messrs. Panter, Harding, and Goldwyer left the camp with the



MUNDARING WEIR.

Lieutenant-Colonel Bruce, F. P. Barlee, Major Crampton, G. Shenton, C. Wittenoom, J. G. C. Carr, and G. Farmaner, with R. J. Sholl as Secretary. The capital was fixed at £20,000 in £10 shares; the outlay was estimated at £10,000, £2,500, and £3,500 for the first three years, and the profit (somewhat prematurely) at 7½, 12½, and 18½ per cent. on the outlay. So strong was the general public belief in the possibilities of the Roebuck Bay district that before the end of August, 1864, the share list was closed.

The company secured the "Flying Foam," and in October an advance party consisting of Messrs. J. R. Harding, L. C. Burges, and six others was sent forward

object of exploring the country toward Lagrange Bay. They had provisions sufficient for about three weeks, and when that time passed without their return Mr. Burges became somewhat anxious for their safety. He tracked them as far as a mangrove swamp in Lagrange Bay, but there lost all trace of them. When the "Nile" left Roebuck Bay early in January, 1865, they were still missing. When the news was received in Perth a search party was immediately organized by the Government, and instructions given to the leader (Mr. Maitland Brown) to search thoroughly the whole country between Roebuck Bay and Mr. Padbury's location on the De Grey. The party, which,

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in addition to the leader, comprised Messrs. Burges, Francisco, Williams, D. Brown, and two native policemen, left at once in the "Clarence" packet, and on arrival at Roebuck Bay plunged straightway into the bush. In a little while they learnt from some natives that three white men and four horses had been seen some three months before by the Wagnarry tribe at the River Boolu Boolu. The informers went on to say that the white men slept by the river and on the next day were attacked by natives, whom they succeeded in repulsing without injury to themselves. The following night the blacks, in stronger force, made another attack, in the course of which the whites were wounded, though not seriously, but over a dozen of their adversaries were killed. Knowing that Panter and his companions were wounded the natives appeared with further reinforcements soon after daybreak, and by overwhelming force of numbers speared and clubbed the unfortunate white men to death. As the same story was told by other natives, two of them were seized and ordered to conduct the search party to the scene. After leading the party astray they attempted to escape, but were shot by the native policemen. Finally Mr. Brown was rewarded by finding the bodies at Lake Ingedana, in Lagrange Bay. Nothing had been stolen, showing the act to have been one of brutal murder to satisfy the savage lust for blood. From Mr. Panter's diary it was evident that they were killed on November 13, only four days after leaving the settlement. While returning with the bodies Brown's party was followed by large numbers of natives, and on one occasion had to fight its way through an ambush—with disastrous results to the blacks. The remains were brought back to Perth and interred in the East Perth Cemetery on May 17, 1864, in the presence of practically the whole population. Mr. Brown received the thanks of the Government and was appointed to a magistracy.

This gruesome tragedy does not seem to have deterred settlement to any considerable extent. An exhaustive pamphlet on the resources of the district, prepared by the Surveyor-General (Captain J. S. Roe), probably had some influence in directing attention to the north-west. Settlers from Victoria and South Australia determined to try their fortunes there. In Melbourne there was formed the Camden Harbour Pastoral Association Limited, with a capital of £20,000 in £100 shares. The provisional directors were Messrs. W. T. Sellars, J. H. Wood, C. S. Affleck, A. Mattingly, W. Harvey, S. Hart, and J. Meadow. The object of the Association was "to settle the very superior well-watered pastoral and agricultural country round Camden Harbour by placing one head of cattle on every 1,000 acres." With the £20,000 the promoters expected to secure 4,000,000 acres of land and 4,000 breeding cattle to

stock it. Each share entitled the holder to a passage to Camden Harbour, rations for twelve months, and a lease of 20,000 acres for twelve years (the first four rent-free) and twenty head of cattle. The Company also claimed to have a pre-emptive right over the area leased. This, of course, was a deliberate misstatement, as the land regulations gave no privilege of the kind. The promoters were evidently of opinion that a prospectus should be glowing rather than truthful. The Secretary further stated to a meeting of those interested that the harbour was only 270 miles north of Perth, instead of 1,300, and that settlers could go back 270 miles from the coast, 40 miles of which was on the sea side of the ranges. The existence of mountainous country close to the coast was quietly ignored. Probably the directors thought that anyone going there could find out such small matters for himself. That public interest in Western Australia was roused is shown by the fact that by the end of 1864 seventy-three applications had been made by Victorians for land in the Camden Harbour district. Each applicant required 100,000 acres and promised to place from 40 to 150 sheep upon it. It is a pity that so much enthusiasm should have been wasted on a movement doomed to failure.

The first vessel to leave Melbourne under the auspices of this Association was the "Stag," on November 16, 1864. Among those who went by her were Messrs. Ellwood, T. C. Murray, E. T. Hooley, A. J. McGrae, and J. Hindhaugh. They landed in December, perhaps the most forbidding time of the year. All the country round was parched and burnt; the tall waving grass had disappeared, water was almost unobtainable, and a fierce sun beat down upon them with a most intense heat. Being young and sturdy they set about improving their position at once. Some of them struck out for the Glenelg, and were surprised—and not a little disappointed—to find that it was a tidal river. On the way back they were fortunate enough to discover a small pool of fresh water, and on arrival at the Harbour learnt that Mr. Murray had discovered an excellent spring.

By the end of December two other vessels with a large number of settlers and some 4,000 head of stock put in an appearance. The only pasturage was that round Murray's spring and was totally insufficient. Added to the scarcity of water was some disease among the stock. The sheep died in hundreds from some unknown cause, possibly an undiscovered poison weed. To save the remnant a move was made farther inland to good dry grass and abundant water. The tropical rains, too, made their appearance and luxuriant grass sprang up like magic. Nothing, however, seemed to lessen the increasing mortality among the sheep. Hooley and others explored toward the north-east along Prince

Regent's River, but could not find a more suitable location. While grass was abundant and the scenery majestic, the locality was altogether too rough for pastoral purposes. By the end of March little more than one-fourth of their stock were alive, and by August even those had succumbed.

Other causes, too, combined to make the men sad and dispirited, and to bring about total failure of the attempt at settlement. Three men died within a few days of their arrival. One of the ships, the "Calliance," struck a reef on the way to Camden Harbour and was saved only after a good deal of difficulty. When she arrived at her destination the wind drove her on to another reef, and she became a total wreck, the captain (Edwards) losing his life in an attempt to secure assistance. In face of all these hardships it is no wonder that many of the settlers took the first opportunity to leave the district. During January and February seventy-two departed, and many of the others remained only till they could manage to get away.

The possibility of a permanent settlement being effected induced Governor Hampton to appoint various officials to exercise control within its confines. Mr. R. J. Sholl was appointed Resident Magistrate, with his son as clerk; Mr. Phelps was sent as the surveyor, and there were in addition a surgeon, a customs officer, and three policemen. Mr. Sholl reached his sphere of duty early in 1865, and his report of the condition of affairs was anything but complimentary to the Camden Harbour Association. The members of the Association who were on the spot were, he considered, a good type of individual, but they lacked all knowledge of bushcraft and of management. There was no leader, no arrangement of the stores or settlement, with the result that every man was doing as he pleased, and the provisions were left lying on the beach at the mercy of the sun wind, and tides. The sheep which might have been saved were neglected through ignorance, and no attempt made to shield them from the tropical heat or the tropical rains. As to the country itself, Mr. Sholl considered it to be very deceptive; while it appeared to be excellently grassed and in every way suitable for pastoral purposes, it really consisted of a series of rocky knolls, so covered with verdure that the stony nature was hidden. The great extent of fertile country seen from Mount Lookover, he said, "consisted mainly of grass-covered stones."

Convinced that the venture had no chance of succeeding the Governor instructed the Resident Magistrate to assist those remaining to get away if they could not provide funds for their own passages. In this way numbers were removed to Fremantle or eastern ports. Some, however, desirous of making further efforts, petitioned for permission to exchange their land for

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selections in the Nickol Bay district. This was granted, and we find that 12,500 acres at Nickol Bay were assigned to R. Batten; Mr. Bolger received 34,500 and J. Patterson 11,500 acres on the Harding River; J. Sloss, 100,000; C. Purdue, 23,000; S. Connell, 11,500; R. Bell, 23,000; J. Inglis, 11,500; and A. Cane, 34,500 acres, on the De Grey; and J. Smith, Stirling, and Simmons, 11,500 acres each on the Fortescue River.

So much for the fortunes of the Camden Harbour Pastoral Association. A failure from the very start, it had ceased to exist in May, 1865, though it was not finally abandoned by the Government Resident until the following October. Within a year it had ruined most of those who had embarked upon it, had been responsible for the deaths of several, and had cost the Western Australian Government over £5,000.

Being practically freed from official duties Mr. Sholl employed the time between May and October in exploring the district. During April he made a trip to the south of the Glenelg, finding the country to be mostly of a rocky nature, with precipitous hills, but with grass everywhere, and here and there indications of gold. His progress was stopped by the Leopold Ranges. Soon after his return to the camp the Harbour was visited by a fleet of Malay proas and canoes, containing about 300 men. The visit apparently was for the purpose of securing natives as slaves.

The next trip was made by Mr. Treverton C. Sholl and party out to the Leopold Ranges. During this expedition, the journals of which were lost, Mr. Sholl visited the Glenelg Basin, ascended and named Mount Page, discovered the Berkelman River, and crossed the Harding Range in face of almost insuperable difficulties. He reported the existence of about 500,000 acres of good pastoral country round the Walcott River.

The district was not finally abandoned without further disaster. One of the Government boats having been stolen by natives Mr. Sholl and party set out in the pinnace in the hope of recovering their property and inflicting punishment upon the thieves. Next morning they went ashore at a point about ten miles south of Camden Harbour and were at once attacked by natives. In the course of the fight Mr. Treverton Sholl and Constable Gee were seriously wounded. Regaining the pinnace they found that the tide was too strong, and they were making no headway. The anchor dragged, and finally the boat was swamped. One of the party, M. Quinlan, was drowned, but the others reached the shore in safety. They had then to face an overland journey of some 40 miles through unknown country back to Camden Harbour. Their provisions had been lost with the boat, most of their clothing had been cast off when in the water, their firearms were lost, fresh water was



almost unobtainable. Under those conditions they set out on their dangerous tramp, and after three days arrived back at the settlement more dead than alive. The strain proved too much for the wounded constable, who died a few days afterwards.

Satisfied that nothing further was to be gained by staying at Camden Harbour, Mr. Sholl abandoned it on October 29 and sailed with all his party for Port Walcott, Nickol Bay, in the "Kestrel." On his way he stopped for a few days at Roebuck Bay and sent Mr. Cowle the assistant surveyor, with some of the party, to proceed overland to Port Walcott. Leaving the bay on January 10, 1866, Cowle arrived at Port Walcott at the end of February, and reported that for the most part the country was well grassed and quite suitable for pastoral purposes.

Another association, formed shortly after the Camden Harbour venture, met with the same fate. The Denison Plains Association, established in Melbourne in 1865, proposed to land settlers on the headwaters of the Victoria River, and send them forward to Denison Plains. Neither the promoters nor shareholders seem to have had any definite idea of the exact position of Denison Plains or of the class of country comprised in them, so that the failure of the venture is not to be wondered at. To break up their homes, spend large sums of money in stock and equipment, and sail for an unknown territory, are not qualifications that give evidence of the foresight necessary in those who would be successful pioneers. The first band of prospective settlers left Melbourne by the "Warrior," and arrived at Fremantle early in May, 1865. The leader of the party was Mr. C. E. Broadhurst, and among the names of those who embarked on the venture were Mr. and Mrs. Broadhurst, Mr. and Mrs. Wedge and family (5), Miss Anderson, Dr. Baynton, Mr. and Mrs. Mullen and children (4), and Messrs. Venn, Brodie, Edmonstone, Sayers, Hodgkinson, Hanlow, Mackay, Fraser, Graham, Gardiner, Hicks, Sayes, Simson, Macintosh, Cane, Bush, Jeffrey, and Filchey. During the stay of the vessel at Fremantle Mr. Broadhurst was informed by the Governor of the failure of the Camden Harbour project, and advised to proceed with very great caution. On the way up the coast the party stopped at Nickol Bay and obtained land in that locality. Various trips inland, west of Roebourne and along the Fortescue and Ashburton rivers, were made, principally under the leadership of Mr. H. W. Venn, in the hope of discovering satisfactory pastoral country. The party never reached Denison Plains. Those who were competent and saw a chance of success in the north-west were not prepared to be bound by co-operative conditions, whilst those who saw nothing but failure in front of them had only one desire—to get back to the eastern colonies as quickly as possible. The association

was wound up early in the following year, and the stock divided amongst the creditors.

Notwithstanding the want of success of these large undertakings, small private bands and individuals were establishing themselves in various parts of the north-west, and were proving that it was possible to achieve good results. In April, 1865, Messrs. J. E. and A. R. Richardson, Edwin Anderson, Mackenzie Grant, and John Edgar, from Victoria, landed at Tien-Tsin Harbour with 1,600 ewes, and founded Pyramid Station of 200,000 acres. Two of them, Messrs. Grant and Anderson, afterwards, in conjunction with Charles Harper, established the De Grey Station, one of the most successful holdings in the north-west. About the same time (April, 1865) two of the members of the abandoned Camden Harbour Association, Messrs. Hooley and Murray, landed in Tien-Tsin Harbour and examined the country in the neighbourhood of the Harding, Sherlock, Fortescue, and Ashburton rivers, crossing in their travels the Hamersley Range. They found that for the most part travelling was very rough, and the range was covered with dense spinifex bush, not inviting to the pastoralist. Most of these private trips resulted in the selection of new areas of country, and by the end of 1865 the initial stages may be said to have been passed and the prospects of an extensive pastoral settlement assured. From the newspaper files we learn that the following station holders had firmly established themselves:—Messrs. Padbury, Withnall, Wellard, A. and J. McLeod, Simson, Baynton, Lockyer, Viveash, Anderson, J. E. Richardson, W. and W. H. Knight, Mackenzie Grant, and W. A. Taylor with 100,000 acres each; J. Edgar with 26,000; and S. Mullen with 20,000; all at Nickol Bay. In addition, areas of 100,000 acres each had been selected or applied for on the Ashburton and Harding rivers by Messrs. Anderson, Mount, Murray, Hooley, F. and C. Broadhurst, Hartley, and Holmes. According to the Blue Book, 2,946,000 acres were held under lease in the north-west at the end of 1865, and that they were stocked with 16,000 sheep, 300 cattle, and 120 horses.

Settlement was further assisted by Mr. E. T. Hooley's success in opening up an overland route from Geraldton to Nickol Bay about the middle of 1866. Starting out with 1,920 sheep, he arrived with a loss of only eight, proving that there was excellent food and water on the way, and that stock could be transported by land both more cheaply and with greater safety than by sea.

Permanent settlement being assured it was determined to form a township near Port Walcott, and in 1866 the site of Roebourne—named after the Surveyor-General—was surveyed, the first town lots being sold on September 3 at an upset price of £5 each.

Owing to various circumstances the progress of the

district was greatly hindered during 1867. Far away from Perth, the settlers had to depend for provisions mainly upon the small vessels that traded up and down the coast. Through various causes several of these were wrecked, with the result that the new community was brought within the reach of starvation. One of these boats, the "Emma," was lost with all hands, amongst whom were Mr. Treverton Sholl and nearly thirty other passengers. The famine was averted by the action of Mr. Charles Harper, who led a small party overland to Champion Bay under circumstances of great difficulty. The "Flying Foam" was dispatched at once from that port, and arrived at Roebourne not a moment too soon. As the outcome to some extent of these difficulties, selections aggregating over 1,000,000 acres were abandoned in 1867, but over 2,000,000 were taken up afresh, making the total under leasehold at the end of that year 5,805,000 acres. Two runs of 100,000 acres each lapsed during 1868, but the stock had increased to 38,580 sheep, 444 cattle, and 208 horses.

Together with the exploration and settlement of the north-west renewed activity was shown in examining and opening up the country to the east and south-east of the settled districts round York. Most of this work was done by Messrs. C. E. and A. Dempster, Charles Harper, and B. Clarkson. Leaving York in July, 1861, they successfully penetrated the dense scrub and salt lake country to the east previously considered to be im-

passable, and traversed a large portion of the district which now forms the Yilgarn goldfield, their furthest point being Mount Georgina. In the following year they made an attempt to get still further into the interior, but after proceeding about 70 miles they found their progress barred by an unusually wet season, and were compelled to turn back.

The York Agricultural Society next took up the work and through its efforts an expedition under the leadership of Mr. H. M. Lefroy travelled eastwards into the interior for the purpose of discovering new country suitable for sheep farming. This was partially successful, and Lefroy reported the existence of good agricultural country, but considered settlement out of the question until wells had been sunk, as surface water was not obtainable. He reached longitude 122° 3' E., naming Lake Lefroy, to the south of Kalgoorlie, and traversed a large portion of the present Coolgardie goldfields.

In the following year Messrs. B. D. Clarkson, C. Harper, and L. Lukin left Toody

ay and travelled north-easterly for some distance without finding satisfactory land, while Mr. C. C. Hunt left York about the same time, and crossing the Hampton Plains passed over the actual site of Coolgardie. He was compelled to return owing to want of water. Two years later he made an almost similar trip across the Hampton Plains, but with equally disappointing results. This latter trip was principally made with the



ST. GEORGE'S TERRACE, PERTH.

object of cutting a track through to the plains and sinking wells so that the land might be available for pastoralists. No use was made of the track at the time, but thirty years later it remained in sufficiently good order to become the highway to Coolgardie. The present eastern railway practically follows the same course. The only other important trip from York was one made by the Messrs. Monger, who in 1868 travelled northward in the hope of discovering good country to the east of Champion Bay. This they found between the tracks of Gregory (1848) and Austin (1854), and in the course of their wanderings they discovered and named Lake Monger. They afterwards selected 100,000 acres in the district.

While these various expeditions were pushing out northward and eastward others were made into the south-east corner of the colony. Captain Delisser made two trips, in 1862 and 1865, from Fowler Bay across the borders of South Australia, and in 1865 Mr. A. Dempster travelled northward from Esperance as far as the Dundas Hills, but was prevented by want of water from going further.

In the meantime settlement was also extending rapidly in the settled south-western and eastern districts. Mr. (afterwards Sir) James Lee Steere took up 100,000 acres on the Blackwood in 1861, and other squatters were rapidly establishing themselves in the Warren and Donnelly River areas. The acreage under licence and lease, which in 1861 amounted to 6,500,000 acres, had increased by 1868 to a little over 11,000,000, mostly held for grazing purposes. During the same period 75,000 acres were sold at or above the minimum of 10s. per acre.

The expansion of the colony during 1861-68 was not limited to exploration. Trade and industry showed signs of distinct revival, and with the cheap labour available every phase of development showed signs of renewed vigour. The report of Gregory's explorations of the north-west coast in 1861 directed attention to pearling and the pearlshell industry, but no success was attained for some years. The export of shell to the value of £556 in 1867 was sufficient, however, to prove that the work was worth taking up seriously, and in 1868 some ten boats were employed, the divers being principally natives—many of them women. The results were beyond expectation, the value of pearls and shell exported reaching in that year the respectable total of £5,556.

Wool, of course, continued to be the staple export. In the eight years the export value totalled £620,330, that for 1868 being £98,254 as against £54,300 in 1861. The number of sheep had increased from 260,000 to 600,000. The trade in sandalwood was equally lucrative, maintaining throughout these years an average export value of over £20,000 annually, and rising in 1868 to

nearly £27,000. The same could not be said of timber generally. The value of jarrah and karri sent away, which represented £2,500 in 1861 and rose in 1865 to £13,490, had by 1868 declined to £638. The market for such woods does not seem to have been extensive at that time, though the amount exported is no criterion of the amount of output, a great deal being used locally on the various public works. Agriculture also expanded to a considerable extent. The 27,387 acres under crop in 1861 had extended to 50,014 in 1868, while flour and grain, which in 1861 were only sufficient for local needs, became by the end of 1868 very appreciable items in the export trade, representing in the latter year a total of £21,467.

The Champion Bay lead and copper mines were also responsible for a considerable value in the colonial trade, though the increased cost of production and the distance from the markets of the world were rapidly reducing them below the level of paying industries. Copper showed a distinct falling off from 1864, but lead increased very decidedly, the two together being valued for export in 1868 at £14,500. Other products, such as whalebone and oil, gum, wine, and raisins, also figured on the list of exports, but not to any great extent.

The actual state of the colony and the expansion that had taken place may be seen from a comparison of the figures representing the first and last years of the period under review:—Exports, £95,789 and £192,635; imports, £147,912 and £225,614; income of colony, £67,161 and £99,495; expenditure, £81,087 and £89,726. In 1868 the colony was free from public debt.

Attempts were made about this time, principally by the York Agricultural Society, to encourage the cultivation of cotton and tobacco, but neither seem to have gone beyond the experimental stage, though the formation of a cotton company with a capital of £20,000 was attempted in London.

Interest still continued to be displayed in the search for gold. In 1861 parties prospected over the Darling ranges, and got indications, but not sufficient to justify actual mining. Inspector Panter, after scouring the district round Northam, returned to that town in December with specimens. On the strength of these £2,500 was collected in the town towards further investigations, and the Government supplemented the amount by an equal sum. Five thousand pounds was also offered to the discoverer of a payable goldfield within 150 miles of Perth, the condition being that 5,000 ozs. should be secured before July 1, 1863. Needless to say the reward was not paid. Being of the opinion that the country was worth testing, the Government engaged Mr. E. H. Hargraves in 1862 to prospect for a period of six months. He reported unfavourably, being of opinion that gold in any quantity would never be found in the colony. In 1864 he contributed a paper to the Royal Geographical

Society in London "On the non-auriferous character of the rocks of Western Australia." A little over thirty years later this "barren" territory was recognized as one of the greatest gold-producing countries of the world!

Among the miscellaneous events of these years it may be mentioned that efforts were made, but without success, in 1860 and 1861, to establish in the colony a sanatorium for Indian troops. The Surveyor-General gave evidence before a Royal Commission appointed by the Imperial authorities to choose a suitable site, but though he endeavoured to prove that the climate and situation of Western Australia could not be improved upon for the purpose nothing came of the idea.

In 1861 the Legislative Council decided to organize a volunteer military force, and in pursuance of an ordinance to that effect companies were raised in Perth, Fremantle, Guildford, York, Pinjarra, and the Vasse. For a little time the work was enthusiastically entered into, but soon lapsed, except in Perth. The Perth Rifle Volunteers continued in existence for some years; in fact, it may be said that the present 11th Australian Infantry Regiment is the direct descendant of that movement.

The following year saw the establishment of a Money Order Office, and in 1863 the Post Office Savings Bank was opened.

Eighteen sixty-two was remarkable for an unusually wet winter. Most of the low-lying lands on the banks of the Swan were submerged, and floods occurred in nearly all the settled districts of the south-west. The bridges over many of the rivers were carried away, buildings were demolished, and orchards and gardens destroyed. The total damage, public and private, was estimated at £30,000.

With the general expansion of the material side there was also a corresponding increase in the religious establishments of the colony. By the end of 1867 there were twenty-two churches and chapels at various centres. The Roman Catholic cathedral in Victoria Square was completed in 1863, and in the following year the Anglican cathedral was enlarged, and the old Trinity Church erected. The present Wesley Church, Perth, was commenced in 1867. The spread of educational facilities was equally extensive, there being in the colony in 1868 forty-three public schools in addition to the Bishop's School.

The native trouble had by this time practically vanished from the south-western districts, but it began to crop up in the districts further east and in the newly-opened north-western areas, where the aborigines were physically stronger and much more bloodthirsty than those around Perth. We have already referred to several fatal attacks upon whites which occurred during the various exploratory trips in the north. After settlement further murders on the part of the natives were

frequently reported, calling for drastic action on the part of the police. Nine aborigines were hanged for the murder of Mr. Jas. Rudd and his shepherd in 1864 at Bundeen on the Upper Irwin, and three more for the murder of Mr. B. D. Clarkson at his station 80 miles east of Newcastle in 1865. Rottneest Prison was also well filled with native evildoers, the annual number being between fifty and a hundred, most of whom were either from the north or the far interior.

The agitation for representative government, which had of necessity lain dormant during the convict period, was revived when it became known that transportation would cease altogether in 1868. The Secretary of State, it will be remembered, had before 1850 stated that Western Australia would be able to secure some form of elective representation as soon as the colonists were prepared to do without a parliamentary grant, in other words as soon as the local revenue was sufficient to meet all the colonial expenses. The Imperial Act of 1850 (13-14 Vict. c. 59) for the better government of the Australian colonies provided that when that stage had arrived the existing Legislative Council could, on a petition from one-third of the householders of the colony, pass an ordinance establishing a new Legislative Council, one-third of whose members should be nominated and the other two-thirds elected. Simultaneously with the passing of that Act, however, came the establishment of the convict system in Western Australia. This, the Secretary of State pointed out, made it impossible for the Imperial authorities to agree to any form of representation, as the bulk of the expenses of the colony under the circumstances would of necessity fall upon the Home Government.

This difficulty being removed by the decision to stop sending out convicts, a public meeting under the chairmanship of the Sheriff was held in Perth on February 21, 1865, and a committee was appointed at that meeting to draft a petition for presentation through the Governor to the Legislative Council. On being presented the petition, which contained 1,303 signatures, was referred to a committee consisting of the Colonial Secretary, Commandant, Attorney-General, and Mr. Samson, to examine the signatures, call witnesses, and report to the Council. In the course of examination the number of signatures was reduced to 898, the others being struck out as those of persons unknown, convicts, or non-householders. As this total was still in excess of the one-third householders required by the Act, the committee reported that the petition was in form and fulfilled the necessary requirements.

The members of the Council, while not prepared to concede the full request of the petitioners, were prepared to do something toward introducing a popular element. An amendment to the petition was therefore carried, the effect of which was to add two additional non-official

members to the existing four and to restrict the term of office of the whole six to three years. This amendment, which really negated the petition, was a severe blow to the progressive party, and objections were raised against the Council's action. Mr. Samson, in a formal protest, asserted that the fulfilment of the conditions laid down in the Imperial Act made it obligatory on the part of the Council to agree. The Attorney-General, however, ruled that the Council had discretionary power.

Public opinion seems at this stage to have been divided upon the matter, though on the whole there was a leaning toward representation. A petition, circulated in September with the object of upholding the action of Mr. Hardey (who had moved the amendment), while approving the appointment of six non-official members finished by declaring that an election by the people would be preferable.

As in all progressive movements, the temporary reverse, especially as it was brought about by official action, only served to fan the flame. Meetings were held and resolutions carried protesting against the rejection of the petition, so that by the following year a certain degree of enthusiasm in favour of representative government existed.

The Governor (Dr. Hampton) carefully refrained from any expression of opinion while the subject was under discussion in the Council, but in a despatch to the Secretary of State, dated July 21, 1865, he stated that he had reason to believe that the majority of the colonists would vote against the requests contained in the petition. By the middle of August, however, his view seems to have undergone some change, as on the 22nd of that month he informed the Secretary of State that he was convinced it would be impossible to arrest the movement unless some concession was made. By December he had veered round still further and wrote, when forwarding the original petition: "Such a change, to me, seems to be very immaterial, seeing that to whatever extent I might be allowed any voice in the matter, I should endeavour to nominate the persons most acceptable to the free inhabitants generally, and fairly representing every interest throughout the colony—a very difficult task which I would gladly see delegated to the electors."

Mr. Cardwell, at that time Secretary of State for the Colonies, seems to have pigeon-holed the documents and forgotten all about them. Hence some delay occurred before a reply was received. A change in the occupancy of the Colonial Office brought the documents to light again, and in September, 1867, a reply, dated July 9, was received from the Duke of Buckingham signifying the assent of the Crown to the Legislative Council's proposal to appoint non-official members equal in number to the official and to limit the term of office to three years. No mention was made of the petition

or of Mr. Samson's protest against the action of the Council. The decision was received with mixed feelings, but the steps taken to carry it into effect were such that the new Council was practically a representative body. A public meeting, presided over by the Sheriff, was held in October, at which it was agreed to accept the concession approved by the Secretary of State, an amendment to the effect that no concession except the franchise be accepted being rejected. A resolution was then passed affirming that the colonists should be allowed to select the non-official members, and a committee was appointed to carry the resolution into effect. The members of this committee were L. S. Leake, C. A. Manning, R. King, T. Fawcett, E. Newman, S. A. Barker, A. Francisco, S. S. Parker, J. Drummond, S. Burges, T. Burges, J. G. Lee Steere, F. Loché, P. Clifton, T. C. Gull, E. Stirling, J. T. Cooke, W. Padbury, E. Birch, H. Saw, G. Glyde, B. Mason, J. T. Reilly, J. Hardey, T. Farrelly, B. B. Ranford, J. G. C. Carr, R. De Burgh, G. Shenton, W. D. Moore, and G. Johnson. The committee met a few days after the public meeting, and transmitted the resolutions to the Colonial Secretary with a request that the Governor should favour them with suggestions. The Governor strongly supported the steps proposed, and promised to give official assistance in securing a proper ballot. As it was necessary to choose representatives quickly so as to give time for the Governor to get the consent of the Imperial authorities to their appointment, letters were sent to all the prominent settlers asking for their assistance. The colony was then divided into six districts—Perth, Fremantle, Champion Bay, Eastern Districts, Guildford and the Swan, and the Murray, and each district given the right to elect one member. All free males of adult age had the right to vote, but no proxies were allowed. The elections resulted in the selection of J. G. C. Carr (Perth), W. Bateman (Fremantle), W. L. Brockman (Guildford), J. G. Lee Steere (Murray), and E. Hamersley (Eastern District). The Champion Bay settlers refused to take advantage of the concession to select a member, and Governor Hampton had in consequence to select a sixth man. His choice fell upon J. W. Hardey, the man responsible for the amendment which defeated the original petition. The six names were then submitted to the Governor and by him to the Secretary of State for approval. On July 7, 1868, an order in Council was passed appointing them members of the Legislative Council of Western Australia for a period of three years.

As might be expected from a Council thus constituted, the tendency was towards representative government, and no time was lost in bringing the whole question forward once more. At a public meeting held in February, 1868, at Perth, it was agreed that immediate steps should be taken to secure representation, and

that a second petition in favour should be circulated for signature and presented to the Legislative Council at its next meeting. A committee was appointed to carry out the decision, and Mr. Lee Steere was requested to introduce the memorial, when ready, into the Council.

The requests contained in the petition had, however, been forestalled in part by Governor Hampton, who, in December, 1867, when recommending the appointment of the six names selected, had also recommended that at the end of the three years half the Council should be elected by popular vote and the other half should consist of official nominees, the Governor to have a casting vote. To this suggestion the Secretary of

justified. His interference in matters relating to the convicts, his tyrannical methods toward them, and his action in appointing his son to the position of Acting Comptroller-General, were strongly, and without doubt justly, resented. There certainly was not equally good ground for accusing him of delaying the inauguration of representative government, though it is questionable whether he would have urged it had not the force of public opinion become too strong to be resisted. There was one phase of his administration, however, that was eminently successful—that of the erection of public works. More than any previous Governor he applied himself to meet the needs of the settlers in that direction, and many public buildings still in use bear testi-



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State, in March, 1868, gave his approval, but required that the electoral subdivisions proposed and the qualifications of electors should be submitted to him before being finally settled by the local authorities. When the Governor announced the course that was to be followed there was some demur on account of the casting vote, which in popular opinion left the balance of power still on the side of officialdom. Consequently signatures to the petition continued to be sought for.

This was the position in November, 1868, when Dr. Hampton resigned and left the colony. His administration could scarcely be described as peaceful, and there is no doubt that much of the public criticism of it was

mony to the success of his efforts. He used convict labour largely for these purposes, it is true; but, after all, Western Australia was entitled to any benefit she might receive from that labour as some return for consenting to allow the incubus of a criminal population to rest upon her. On the whole the benefits he conferred were lasting in nature, while his mistakes were but ephemeral.

During the period which elapsed between Dr. Hampton's departure and the arrival of his successor the affairs of the colony were administered by the Commandant, Lieutenant-Colonel Bruce. The only matter of interest that occurred at this time was the visit of

the Duke of Edinburgh, who landed at Fremantle on February 3, 1869, and remained in the colony for four days, during which there was much feasting and rejoicing.

It was generally believed that Sir Benjamin Pine

would succeed Governor Hampton, but about the middle of the year information was received that the vacancy had been filled by the appointment of Mr. Frederick Aloysius Weld.

### CHAPTER XIII.

1869-1875.

#### ADMINISTRATION OF GOVERNOR WELD—CONSTITUTIONAL CHANGES—PROGRESSIVE LEGISLATION—LAND LAWS—RAILWAYS AND TELEGRAPHS—GENERAL DEVELOPMENT—EXPLORATION.

The new Governor, Mr. Frederick A. Weld, arrived in the colony on September 30, 1869. He was not without colonial experience, having spent many years in New Zealand, during which he had on more than one occasion been a Minister of the Crown. From 1864 to 1865 he was Premier of that colony, resigning on account of ill-health. The position of Governor of Western Australia was offered to him to mark the Secretary of State's appreciation of his successful management of New Zealand affairs. One of his first acts in his new sphere of duty was to gain a practical knowledge of the territory he was called upon to govern, and with this end in view he travelled over most of the settled districts of the south-west and east, forming his own conclusions of the possibilities of the colony. In a despatch upon the subject he described the country from north to south, except where areas had been cleared for cultivation, as one vast forest in the sense that it was heavily timbered. While the good land so far as wheat-growing was concerned was patchy and scattered, yet in most places it was possible to grow something. The lightness of the crops was "owing in a great measure to overcropping and slovenly farming." Vine-growing, in his opinion, deserved very much more attention than it received, and the wine produced, though unscientifically prepared, was likely to possess many of the qualities of Spanish wines. The roads (as might be expected where convict labour had been at work) he found wonderfully good, and the country had great facilities for the construction of roads, railways, and telegraphs.

All this goes to show not only that Mr. Weld was an accurate observer, but that he had a first-class knowledge of the things that were necessary for the country's prosperity, and his administration proved that he had both the energy and ability required to put them into successful operation.

The principal matter that he had to deal with at the outset of his term was that of representative government. Successive Secretaries of State had informed

Governor Hampton that the Imperial authorities were favourable, but the conclusion of his term arrived before the idea could be carried into effect. The petition prepared in accordance with the resolution of the public meeting of February, 1868, was presented by Mr. Lee Steere to the Legislative Council in 1869. It was sufficient, containing as it did 1,649 authenticated signatures, to show the mind of the settlers upon the question. As the new Governor was expected to arrive within a little time Lieutenant-Colonel Bruce asked that consideration of it be postponed till he came, but agreed to the appointment of a committee to draft a Bill and divide the colony into electoral districts. Mr. Weld on his arrival took the earliest opportunity of showing his sympathy with the movement. Speaking at Bunbury early in 1870 he stated that the new system of government would be introduced as quickly as possible. At the same time he warned them that the natural outcome of representative government was responsible government, a consummation for which in his opinion the colony was not prepared. Further, whatever scheme of representation was evolved, it would be necessary for the Home Government to have a strong voice in local affairs, at any rate while large amounts from Imperial funds were being expended in the colony. To some this speech seemed too vague and indefinite to be satisfactory, but any doubts that may have arisen were set at rest soon after Mr. Weld's return to Perth. In communicating to Mr. Lee Steere the tenor of a despatch from Lord Glanville supporting the wishes of the colonists, he concluded: "It is unnecessary for me to say that I shall very cordially co-operate in the work that now lies before us, and I trust, with God's blessing, and the support of the people of this colony, to conduct it to a successful issue."

The advocates for the change did not allow public feeling to grow cold. Meetings were held at various centres, and resolutions urging the introduction of the Bill were passed. At Bunbury Mr. Steere expressed

himself forcibly to the effect that "he was shocked and indignant at the indifference shown to public opinion by the Executive; that it was the arbitrary will of one man prevailing over a Council of ciphers in the machinery of government." The Governor, while advocating the desires of the colonists, did not, however, hesitate to express to the Secretary of State his candid opinion of the conditions existing in the colony. "I see no reason," he wrote, "to suppose that under the present system the colonists will ever become more fitted for self-government, and I greatly dread that if its introduction be long deferred they will become far less fitted. At present there are still men among them whose English education and English reminiscences would guide them in the almost forgotten path; the younger generation may grow up with less political education and far less thought, I fear, of the real responsibilities of good citizens and loyal subjects. An almost primitive simplicity and kindness of manners, very pleasing to see, strangely enough co-exists in the same country that holds a large proportion of the criminal class; and I should be unjust were I not to point out with gratification that it is not uncommon to find men formerly belonging to the latter classes who have made good settlers and have raised themselves to a position of respectability and independence. An influx of population and riches, such a 'rush' as has heretofore taken place in almost every other portion of the Australian colonies, would, did it find us under the present system, result in an almost irresistible demand for universal suffrage and responsible government at a time when such a concession would be unsafe and pregnant with disastrous consequences."

By the provisions of 13-14 Vict., c. 59 (1850), and certain provisions of 5-6 Vict., c. 76 (1842), and 7-8 Vict., c. 74 (1844), which relate to the constitution of the Legislative Council, and under which the new Bill was prepared, the Governor was empowered, subject to the assent of the Imperial Government, to establish a new Legislative Council on providing for the payment out of colonial funds of all expenses of the civil establishment. Such Council should consist of nominated and official and elected members, the nominated and official to number together one-third of the whole, and the elected to represent electoral districts which were to be determined. With any increase in elected members there must be a corresponding increase in nominees to preserve the ratio of one-third to two-thirds. Every adult man of twenty-one years of age was to be entitled to vote, provided he owned property worth £100, was a householder paying £10 a year, or held a depasturing license. No person could be elected as a member unless he possessed property of the annual value of £100 or the capital value of £2,000. The nominated members were to hold office for five years, except in case of a

dissolution, and were to be appointed by the Queen. Power of appointment might be delegated to the Governor. Forfeiture of a seat followed upon absence for two successive sessions, insolvency, or fraud. The term of election was five years. The Council must meet at least once in every year at such time and place as the Governor deemed expedient, and the Governor could prorogue or dissolve the Council whenever he considered such a course necessary. A member of the Council must be elected as Speaker, and the election approved by the Governor, before any business was transacted.

The Governor, who under the new system ceased to be a member of the Council, was required to transmit for the consideration of members such Bills as he desired to introduce. All Bills before becoming law must, after passing through the Council, be assented to by the Governor, who was bound by the provisions of the Act and also by whatever instructions he might receive from the Imperial authorities. Permission to make laws for the appropriation of Crown lands was specially withheld, and Bills dealing with certain other questions as, *e.g.*, divorce, must be reserved for Imperial sanction. Alterations in the Constitution also required the assent of the Crown. Beyond these matters the Council had general legislative authority. These were the main provisions of the Act of 1850. Any Constitution framed under it was to come into effect upon the issue of the writs for the elections.

The Bill which was introduced by Governor Weld on May 23, 1870, in accordance with the provisions of this Act, provided for a Council of eighteen, of whom twelve were to be elected, three to be nominated by the Governor, and three official members—the Colonial Secretary, the Surveyor-General, and the Attorney-General.

The fact that the Governor retained the power of veto rather discounted the value of the concession in the eyes of some, whilst others were disappointed because the local legislature would not be able to make land laws. A few were anxious, notwithstanding the financial aspect, to secure full responsible government, and a still smaller section, representing the old conservative element, could see no prospect of advantage in any change at all. The Bill, as Governor Weld said, was not perfect, but there is no doubt that it was a distinct step forward, and provided all that could reasonably be expected under the circumstances.

The Bill caused an animated discussion in the Council, opinion being very much divided upon the subject. Several members failed to see that any advantage would be derived from it, while others opposed any alteration of a system that seems to have suited their particular requirements. On the second reading, however, it was carried by seven votes to five, those in favour being Governor Weld, the Colonial Secretary (Mr. F. P.



Barlee), the Attorney-General (Mr. G. F. Stone), and Messrs. Lee Steere, Carr, Brockman, and Newman, and those against, the Commandant (Lieutenant-Colonel Bruce), the Surveyor-General (Captain Roe), the Colonial Treasurer (Mr. A. Lefroy), and Messrs. Phillips and Hardey.

The Bill was finally passed on June 1, a date already memorable as the day of the foundation of the colony and the date upon which the first convict ship arrived. Immediately after the passing of the Bill the formal opening of Perth Town Hall took place, and the occasion under the circumstances was made one of double rejoicing.

The writs for the new Council were issued on July 18, 1870. There were ten electoral districts—Perth, Fremantle, Geraldton, York, Toodyay, Swan, Greenough, Wellington, Vasse, and Albany. Perth and Fremantle were entitled to elect two representatives, and the other constituencies one each. The elections were held during October and the early part of November, with the following result:—

Perth—J. G. C. Carr and L. S. Leake.  
Fremantle—E. Newman and W. D. Moore.  
Swan—T. C. Gull.  
Albany—John McKail.  
York—J. H. Monger.  
Geraldton—Major Logue.  
Greenough—George Shenton.  
Toodyay—James Drummond.  
Wellington—Jas. G. Lee Steere.  
Vasse—J. G. Bussell.

These twelve gentlemen, with the six nominees—three official and three unofficial—formed the first Legislative Council under representative government in Western Australia. The official members were the Colonial Secretary (F. P. Barlee), the Surveyor-General (Mr. Fraser), and the Attorney-General (R. J. Walcott); the unofficial nominees were Messrs. S. P. Phillips, M. Brown, and W. E. Marmion. Two old and tried servants of the colony retired from their positions on the inauguration of the new system. These were the Surveyor-General (Captain J. S. Roe) and the Attorney-General (Mr. Geo. F. Stone). Both were pioneers, and had done sound and excellent work for their adopted country. To Captain Roe, who had held office as Surveyor-General from 1829 and had been a member of the Legislative Council since 1832, Western Australia is especially indebted. His ability, wisdom, tact, and judgment were always at the service of his fellow-settlers, and no official did more—if any did so much—to further the interests of the colony.

The new Legislative Council met for the first time on December 5, 1870. Mr. Luke S. Leake was elected Speaker and Mr. J. G. C. Carr Chairman of Committees.

From the very first it was evident that there were two

parties in the House. The Colonial Secretary, the leader of the Government, was supported by the nominee and official members as well as by the more conservative of the elected representatives, while the more radical section followed Mr. J. G. Lee Steere, who was the accepted leader of the Opposition. At the outset it also became plain that the Council did not intend to be a mere echo of the Executive, but was determined to exercise to the full the legislative powers conferred upon it. This was especially noticeable on the introduction of a Bill to amend the representation in the Council whereby it was sought to remedy a defect in the wording of 13-14 Vict., c. 59, under which conditional-pardon men were unintentionally excluded from the franchise, and also to remove the qualification necessary for members. The Bill was referred to a committee, which enlarged its scope by allowing persons holding Government contracts to sit, but debarred those who had been guilty of felony or other infamous offences from holding office. The suggestions of the committee were adopted by the House, with the result that the Governor referred the Bill back for further consideration. The Council promptly returned it without alteration, and it was then reserved for Her Majesty's assent, notification of which arrived in the colony late in July.

The first distinct step in the direction of local government was taken during this session. In the past the towns and rural districts had been subject to Roads Trusts, bodies with power to levy rates for certain purposes, more particularly the making and maintenance of roads, jetties, and other means of communication. The Municipalities Act, passed in 1871, gave the local councils jurisdiction over roads, drains, wharves, public buildings, pounds, boundaries, fences, and sanitation, with power to rate and also to borrow money for the purposes set forth. Under this Act Perth was proclaimed a municipality early in January, and was followed shortly afterwards by Fremantle, Guildford, Albany, Bunbury, Busselton, Geraldton, and York. At the time Perth had an estimated population of 4,500. The first municipal elections were held on March 8, and resulted in the return of Messrs. J. B. Roe, W. Adkinson, and B. Smith for the East Ward; J. Dyer, J. Dyson, and G. Randell for the Central Ward; and J. Snowball, M. Smith, and B. Ranford for the West Ward. Mr. Geo. Glyde, who for some years had been chairman of the Town Trust, was elected Chairman, being succeeded in 1874 by Mr. G. Randell.

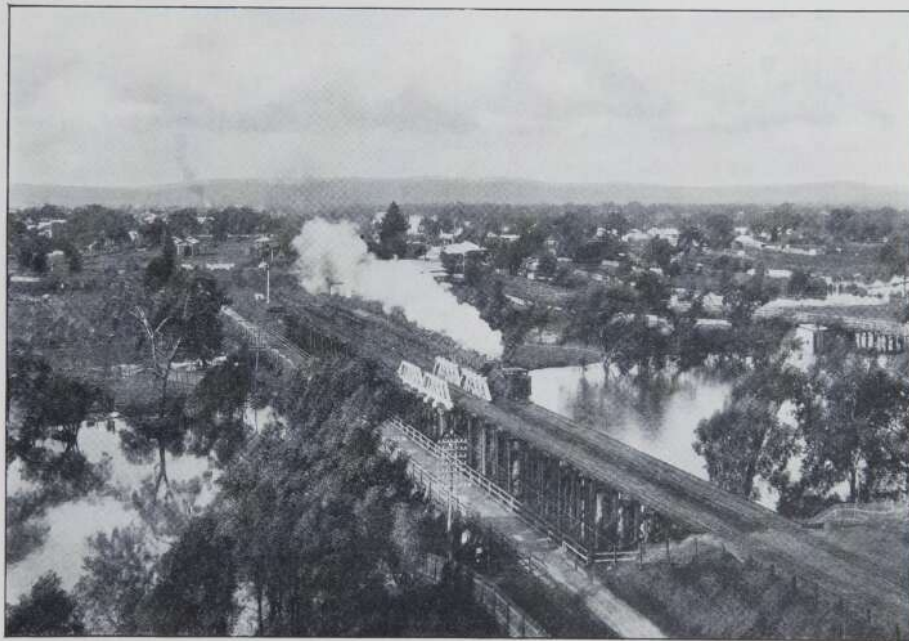
About the same time a Local Roads Boards Act was passed for the government of those rural districts which were not prepared to assume the responsibilities of municipalities. Both these Acts were amended in 1876. In the Municipalities Act the right of voting was given to the owners or occupiers of property who had paid their rates and had not been in receipt of

public relief. Property rated under £25 carried one vote, with an additional vote for every increase of £25 in annual value up to a maximum of four votes. Any voter could become a councillor, but the Chairman must be qualified to serve as a Grand Juror. Under the Roads Boards Act the qualification was somewhat lower. A rateable value of £50 per annum secured the maximum of four votes.

Probably feeling that it was incumbent upon a representative body to do something in the way of developing the resources of the country, one of the early actions of the Legislative Council was to pass a Loan

gaol, £885; coast surveys, £3,000; and extension of Fremantle jetty, £1,675. These figures show, at any rate, that it was not the intention of the new body to continue in the state of stagnation reached by its predecessor.

The second session of the Council was opened in July, 1871, when several matters of grave moment to the prosperity of the colony were decided. Principal among these were those relating to education and the land regulations. For years it had been the custom of the old Legislative Council to pass an annual grant for educational purposes. There had been growing dissatis-



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Bill authorizing the raising of £100,000 for carrying out public works. This seemed to the Governor so great a departure that he reserved the Bill for the Imperial assent, which was not given until a considerable time had elapsed, and then only for £35,000, and under guarantee that the interest would be met. The amount was raised (at 6 per cent.) in 1872, and was apportioned as follows:—Telegraph stations, £1,870; purchase of telegraph shares, £12,000; railway surveys, Geraldton, £1,675; Gage Roads anchorage, £1,000; jetties, £3,340; improving the Swan River, £2,330; light-houses, £2,500; Mandurah Estuary, £400; Albany

faction on the part of the Catholic community with the manner in which this grant had been apportioned. Addresses were presented to the Council in 1869 asking that Catholics be allowed a separate grant. Upon this being refused, a petition was forwarded to the Secretary of State requesting that a proportionate part of the grant be allotted for Catholic schools. Convinced that the matter was one for the local administration, the Imperial Government declined to interfere, leaving it to the representative Council to deal with. That body also declined at its first session to make any alteration in the existing system, but the whole question became

so acute during the recess that at the second session an Elementary Education Act was passed and a satisfactory settlement arrived at. Under the provisions of the Act Government schools confined themselves to a purely secular education, while the schools founded by the various religious denominations gave instruction in accordance with their creeds. These latter were entitled to receive Government aid to the amount of the income they derived from fees or subscriptions. Religious teachers could also give instruction in Government schools for one hour either before or after the ordinary day's work, the attendance of scholars being voluntary. Inspectors could not examine in religious subjects. All children between the ages of six and fourteen, residing within three miles of a school, were required to attend. The Central Board of Education consisted of the Colonial Secretary as Chairman and four laymen of different denominations appointed by the Governor for three years. This Board had control of all schools receiving Government aid, but only so far as secular instruction was concerned. District Boards, subject to the Central Board, were also established; these consisted of five members elected for three years by the people of the district. In order to thoroughly carry out these provisions, £6,181 was placed on the Estimates of 1871 for educational purposes. This Act met the needs of the community admirably, and with slight amendments continued in operation till 1895, when the enormous expansion of the colony due to the discovery of the gold-fields rendered a more modern measure necessary.

As one of the grounds of opposition to the old Council had been its ingenuity in framing land regulations that did not meet with the approval of the colonists generally, it was only to be expected that the representative body would take the subject into consideration at an early stage of its existence. New regulations were framed in 1871, under which all land fit for the purposes of agriculture were reserved for sale as agricultural aress, the price being fixed at 8s. per acre, payable in annual instalments of 1s. per acre under certain conditions relating to occupation and improvement. In the opinion of some members of the Council the price was too high, but at the request of the Governor, who feared the Secretary of State might object, no reduction was made. Rural sections were fixed at 100 acres, with provision for selecting smaller plots for garden purposes. Under special circumstances other unreserved lands could be reduced in price. Pastoral leases for twenty-one years at low rents to secure improvement were approved and the fee simple offered for clearing and fencing poison lands. New mineral regulations were also framed, restricting the area to 200 acres and allowing a right to mine for two years on payment of £1 a year rent. Leases for twenty-eight years for mining purposes could also be secured, starting at 5s. per acre

and rising by 5s. per acre every seven years. A Commissioner of Crown Lands was appointed to carry out the provisions of the regulations. Crown lands being one of the subjects that required Imperial consent, the proposed regulations were forwarded to the Secretary of State for his approval. This was given, with slight amendments, towards the close of the year, and the regulations came into force in March, 1872, remaining in operation until the introduction of the Torrens system in 1875 rendered them practically obsolete. Earl Kimberley's despatch showed how difficult it was for a man without practical knowledge of colonization to understand the conditions existing in a new country. Like most of his predecessors in office he deprecated the extension of settlement into new districts, mainly on account of the increase in the administrative expenses that would necessarily ensue. The despatch also refused to allow the Governor in Council to make alterations in the regulations, as that would involve the surrender by the Crown of its control over waste lands.

The stumbling-block over which the first representative Council finally came to grief was the question of Customs duties. These had been imposed only from the standpoint of revenue purposes, the general public opinion being always in favour of freetrade. That was still the view when the new Tariff Bill was introduced into the Council at the close of 1870, the provisions of which did not make any drastic or far-reaching alterations. Under the Tariff Ordinance of 1867 spirits were charged with a duty of 15s. per gallon, tobacco 1s. 9d. per lb., and the remaining articles of import were required to pay a duty of 7 per cent. on the invoice price. Stock, grains, flour and meal, agricultural implements and machinery, and other goods specially exempted by the Governor were admitted free. The Bill of 1871, which came into force on January 1, restricted the free list to stock, flour and meal, plants and seeds, coals and fuels, and several other articles not in general use. The duties on wines, beers, spirits, tobacco, and cigars were raised considerably, and the remaining goods subjected to a general ad valorem duty of 7 per cent. The duties were proposed not from the standpoint of protection but as a means of increasing the revenue, which was showing distinct signs of falling off owing to the diminishing convict expenditure, poor seasons, and a general fall in prices of those commodities which the colony was able to export. Several of the country members, however, no doubt looking for a good local market, were anxious to see duties placed on flour and other articles that could be locally produced; in other words, favoured a protective tariff. The question was warmly debated during the recess, and soon after the second session of the Council met in July, 1871, it formed a subject for further consideration.

Early in August Mr. Logue moved that flour and

meal be removed from the free list and charged with a duty of 20s. per ton. This was strongly opposed, and a rather strenuous debate followed, the principal argument in favour of the proposal being that it would confer a distinct benefit upon the farmers and at the same time assist the revenue. In the end the advocates for protection—some of whom professed to be freetraders—won the day by the narrow majority of one. When the proposal was embodied in a Tariff Bill it passed the third reading by a majority of three, ten voting for it and seven against.

The members of the Freetrade League, which was at this time a particularly active institution, waited upon the Governor and asked him not to assent to the Bill. Convinced that the tax would not produce much

there would be little to attract attention in the amount of work performed, there is no doubt that in a small colony (which from the standpoint of population Western Australia then was), hitherto ruled by an official class which did not always see eye to eye with the people, the results of the Parliament marked a very distinct step forward. The Survey Department had been re-organized; more liberal land regulations passed; a comprehensive and equitable educational system brought into operation; and a useful programme of public works arranged. On the whole there was every reason to feel satisfied with the change brought about by the introduction of representative government.

The new Council met on July 20, 1872. The official members remained the same, but Messrs. W. E. Mar-



HOMESTEAD, STATE FARM, NARROGIN.

in the way of revenue, and that it would press harshly upon the poorer classes, Governor Weld on August 17 applied the veto. As the notification of the Queen's assent to the Act to amend the representation of the people had been received just previously, Mr. Weld considered the time opportune for putting it into force, and thus by a dissolution solve the difficulty created by his rejection of the Tariff Bill, and allow the people as a whole, by means of a fresh election, to express their opinion upon that matter.

The Legislative Council was therefore formally dissolved on the date mentioned, with an expression of the Governor's confidence in the beneficial effects of those free institutions which he had endeavoured to foster during his term of office. Though in a larger community

mion, A. P. Bussell, and W. Bickley took the places of the previous unofficial nominees. Of the elective members nine were returned again, the other three—Messrs. W. D. Moore, T. C. Gull, and J. McKail giving place to Messrs. W. S. Pearce, W. L. Brockman, and T. C. Carey. The previous Speaker and Chairman of Committees were re-elected to those positions. One of the burning questions during the elections was that of tariff reform. The Governor was in favour of low duties, if not of complete freetrade, and chose as his unofficial nominees gentlemen who held the same views. The representatives of the larger towns also supported the Government, but those from the rural constituencies were strongly protectionist. When the question came up for consideration it was evident that the protectionist

section had a majority, and the resulting Tariff Act, though it would scarcely be called protective nowadays, had a distinct leaning in that direction. The general duties were raised to 10 per cent.; corn and grains, rice excepted, were charged with 6d. per bushel; bran, pollard, meal, and hay, 20s. per ton; butter, 3d. per lb.; potatoes, 10s. per ton; spirits, 14s. per gallon; beer and cider, 9d. per gallon; sugar, 4s. per cwt.; tea, 4d. per lb.; tobacco, 2s. 6d. per lb.; and cigars, 5s. per lb. Flour, agricultural implements, and machinery, fencing-wire, and so forth were placed on the free list, though flour only remained there after a stubborn fight and by a narrow majority.

Out of these discussions upon the tariff question arose the beginnings of the agitation for responsible government. In the first place the attitude of the Governor towards the suggestion of protective duties raised the question whether officialism was not still supreme. To throw greater power into the hands of the representatives of the people, Mr. Lee Steere proposed to double the number of elected representatives. In order to prevent such a drastic step from being taken Mr. Weld compromised by offering to increase the representation by creating two new constituencies, claiming at the same time an additional official nominee. These proposals were embodied in a Bill introduced by the Colonial Secretary in July, 1873. The new districts were termed the Northern and the Murray and Wellington. To this Bill Mr. Lee Steere, who seems to have been the spokesman for the more radically inclined members of the community, moved a series of sweeping amendments to the effect that the constitution of the Executive Council should be altered by the addition of elected members, so as to bring its decisions more into harmony with the Legislature and with public opinion; that with the exception of four officials—the Colonial Secretary, Attorney-General, Surveyor-General, and Colonial Treasurer, all members of the Legislative Council should be elected by a constituency; that the constituencies returning one member should for the future elect two; and that provision be made for regulating voting by proxy. The suggestions were vigorously opposed by the Colonial Secretary as leader of the Government, and ultimately all of them, with the exception of that relating to proxy voting, were withdrawn, and the Bill was passed.

All this is evidence of a growing feeling in favour of a wider form of government. Representative government it was considered had not fulfilled the people's expectations. Mr. Lee Steere, one of the strongest advocates in favour of it, confessed that it was "ill-suited for the requirements of this colony or any other," and many others who had been among its warmest advocates became bitter opponents. Such opinions, widely disseminated, were bound to lead in the direction of respon-

sible government, and by 1874 the desire for a change became the burning question of the hour. In June of that year a public meeting was held at Bunbury in favour of the change, and Mr. Lee Steere—who had previously doubted the wisdom of such a course—agreed to support responsible government in and out of the Council. In the following month he moved a resolution in the Legislative Council affirming that responsible government would tend to the future progress of the colony, and asking for a Select Committee to frame a constitution. After some discussion an amendment moved by Mr. Crowther was passed, affirming the integrity of the existing Government and asking the Governor to introduce a Bill providing for autonomy, and to recommend Her Majesty to approve of it.

Governor Weld, rightly judging that the wisest course to pursue was to assist rather than oppose, promised to prepare such a measure, and in case of its adoption to recommend it to the favourable consideration of the Crown. In pursuance of that promise, a Bill to establish a Constitution for Western Australia and to grant a Civil List to Her Majesty was introduced into the Council on August 3, 1874, by the Colonial Secretary. It provided for the establishment of an Upper and a Lower House, the one to be wholly nominated by the Governor-in-Council and the other to consist of twenty-five elected members. The Lower House was to have the sole power of originating money Bills and of imposing, altering, or repealing taxes. It was to be elected for five years. Judges, ministers of religion, and public contractors were debarred from sitting in either House, and any member accepting an office of profit under the Crown would thereby forfeit his seat. The control of the lands was to come under the Parliament, subject to a Civil List charge of £9,729 annually. Compensation was provided, either by way of pension or retiring allowance, for those officers whose positions would be abolished by the change.

Owing to the nominee character of the proposed Upper House the scheme did not meet with any degree of acceptance. Mr. Lee Steere proposed that consideration of the measure be postponed until the country had been given an opportunity of expressing its opinion. This was negatived by the House, but acted upon by the Governor, who dissolved the Council on the following day. The result of the election showed that public opinion strongly favoured responsible government. The matter was not, however, brought before the new House which met in November to pass supply, Governor Weld explaining that as he was on the eve of departure from the colony it would be more fitting to allow his successor to deal with it, especially as Mr. Robinson would probably be more in touch with the views of the Home authorities. At the risk of anticipating a little, it may be said that the proposal for responsible government

came to nothing at that time. One of the first actions of the new Governor (Sir William Robinson) was to read to the Council a despatch from the Secretary of State mildly censuring Governor Weld for being a little too precipitate in his desire to meet the wishes of the colonists, and pointing out that the Imperial Government was not prepared to recommend responsible government, more particularly as Mr. Weld himself had on previous occasions deprecated any such extension. After referring to this, Lord Carnarvon continued: "It is with some surprise and regret that I now learn that without any previous intimation that such a measure was contemplated, or any reference to the opinions of Her Majesty's Government, the Governor has publicly pledged himself that this most serious change shall immediately be made, and that a Bill dealing with many questions of difficulty, in respect of which care must in any case be exercised, has been considered by the Council.

... We are dealing with a colony of vast extent, at present inhabited by a population estimated at 26,000 persons, of whom it is stated some 8,000 are adult males, and of these, as I understand, between 5,000 and 6,000 are persons formerly transported as convicts from this country." After pointing out the large increase in expenditure that responsible government would

entail in the way of administration as well as in the direction of providing for the supervision of the remaining convicts, and stating that he had promised Governor Weld to give the matter due consideration if a clear majority of the people desired it, he concluded: "But on a calm review of its present circumstances and conditions, I cannot but question whether this great altera-

tion is not somewhat premature, and I feel it my duty, though not a grateful one to me personally, to withhold any hasty consent, and to interpose such prudent delays as will secure a full and dispassionate consideration of a decision which is fraught with such important consequences to the colony." This despatch practically settled the matter for the time being. Every now and again an endeavour was made to resuscitate it, and the Press occasionally inferred that it was on the eve of being granted, but Governor Robinson gave it little or no support, and gradually the whole discussion fell into abeyance.

Notwithstanding the large amount of time and interest that was given to constitutional questions during the term of office of Governor Weld, opportunity was also found to consider many matters of vital importance to the material wellbeing of the community. As regards facilities for communication and transit, Western Australia lagged far behind the rest of the civilized



KING KAURI. 242 FEET HIGH. 40 FEET GIRTH.

world. Up to 1869 there was not a single mile of telegraph line or railway in the colony. Requests had been repeatedly made to the old Legislative Council to take these matters in hand, but always without result. The first move was made by two private citizens, Messrs. Edmund Stirling and Cumming, who on their own responsibility erected a telegraph line between Perth and Fremantle and opened it for public business in June, 1869. This created such a stir that in 1870 the Government felt compelled to take the question of telegraph extension into consideration. In May of that year a resolution was passed by the Legislative Council at the instance of the Colonial Secretary authorizing the construction of lines between Perth and Albany, Bunbury, York, and Newcastle. The work was to be done by an Electro-Magnetic Telegraph Company, which was formed with a capital of £12,000, the interest upon which was guaranteed by the Government. The directors were Messrs. Leake, Carr, Shenton, Birch, Glyde, Moore, King, McKail, Clifton, Steere, and Monger, with Major Crampton as Chairman and A. J. Hillman as Secretary. A second company was formed shortly afterwards, but the two were amalgamated in 1871. Tenders were invited for the construction of the various lines, and by the end of 1872 the work was completed. When the loan of £35,000 allowed by the Secretary of State was floated in 1872, £12,000 out of the proceeds was applied to the purchase of these lines by the Government, and arrangements were made for rapid extension. The loan was soon absorbed, and in 1873 a further amount of £100,000 was authorized. The first moiety of this was raised in Melbourne in 1874, and the second shortly afterwards. It was wholly applied to railway and telegraph extension. Communication by wire was established in 1874 between Newcastle and Geraldton, and in January, 1875, just prior to leaving the colony, Governor Weid installed the first pole of an overland line between Perth and Eucla. This line was completed by the end of 1877, and as Eucla was already connected with Adelaide, and Adelaide with London, it brought Western Australia into touch with the outside world. The length of the line is about 749 miles, and the cost of its construction about £42,000, nearly 30s. per head of the population at that time.

Following closely upon the institution of the telegraph came the development of a railway system. The first efforts in that direction were made by private companies operating in the timber forests, and the lines were built primarily to facilitate the transport of timber to the coast. Towards the end of 1871 the Western Australian Timber Company built and opened a line connecting their jetty at the Vasse with the timber forests about 12 miles away. Shortly afterwards Messrs. Mason, Bird, & Co., who were working a timber concession in the Darling Ranges, established a railway

from the Canning to Rockingham and a tramway from Canning to the jarrah forests.

Movement by private firms in the direction of railway extension seems to have spurred the Government on to take action. In 1871 a committee, consisting of the Surveyor-General, Mr. Drummond, and Mr. Gull, was appointed to report on the subject of a railway to York and the eastern districts. The public and the Press urged that this should be undertaken, together with one from Geraldton to Northampton, so as to cheapen the cost of transport for agricultural produce and for minerals. In December it was decided to accept the services of a Melbourne engineer to make accurate surveys of these lines. The result of these was the decision to construct the Geraldton-Northampton line, but the want of funds delayed the commencement of the work until after the loan of 1874 had been floated. The first sod was turned on October 22, 1874, but the line was not completed until 1879. Its actual cost was far in advance of the original estimate of £50,000. By the time rolling stock had been secured and the telegraph line erected £147,217, or about £4,300 per mile, had been expended. For the first few years its earnings were not sufficient to meet working expenses.

Contrary to expectation, it was not until 1873 that any suggestion was definitely made to connect Perth with Fremantle and Guildford by a railway. In that year it was discussed in the Council, and though a resolution was passed favouring a trial survey, it was apparent that the weight of opinion was against it. There seems to have been a fear that it was too great an undertaking for a small community, as well as a suspicion that it would in some measure interfere with vested interests, such as the carrying trade on the river. Consequently the question was allowed to lapse for the time.

Notwithstanding the generally hopeful feeling that prevailed on Governor Weid's assumption of office, the revenue and expenditure during the early years of his administration gave some cause for disquiet. The cessation of transportation naturally brought about a decrease in the convict expenditure. Added to this, the year 1870 was subject to a severe drought, greatly affecting both the pastoral and agricultural industries, and a scourge of red rust, which had first made its appearance in 1868, grew more pronounced. These causes combined brought about a shrinkage in income which at first promised to be serious, and called for the use of the pruning-knife in retrenchment, more especially as the expenditure, through the operation of the very same causes, increased yearly by a fairly considerable amount. The general expansion of trade and industry fortunately acted in some measure as a counterpoise, and by the end of 1872 the balance was once more on the right side. The fluctuations of revenue and expenditure and

of imports and exports during the years 1869-1874 may be seen from the accompanying table:—

	Income.	Expenditure.	Imports.	Exports.
	£	£	£	£
1869 ...	103,661	103,124	256,729	205,502
1870 ...	98,131	113,046	213,258	200,984
1871 ...	97,605	107,147	198,010	199,120
1872 ...	105,300	98,248	226,656	209,196
1873 ...	134,831	114,269	297,327	265,217
1874 ...	148,072	143,266	364,262	428,836

The income in each year included about £15,000 contributed by the Imperial Government towards the cost of the police, magistracy, and charitable relief. During the period the Imperial expenditure upon the convict establishment dropped from £107,023 to £78,759. This reduction was due to the fact that the number of convicts under control was yearly becoming less, and it consequently became possible to concentrate them at Fremantle and close the various depots throughout the country, a course which in the opinion of the colonists was more in the interests of the Home Government than of Western Australia.

In spite of the operation of these various factors, the depression was of slight effect and of but momentary duration. In 1872 there were signs of returning prosperity all along the line, though it was not until 1874 that the corner was turned and the colony became an exporter in place of an importer. Wool, of course, continued to be the staple commodity—even though the pastoral industry was hampered by dry seasons and other drawbacks—the quantity sent away in 1874 being valued at £215,624. After wool came sandalwood, timber, pearls and pearl shell, guano, and minerals. The sandalwood trade varied with the local demand for general labour, and also with the prices ruling at Singapore and other ports to which it was sent, but during these years it reached its highest point of development. From 1869 to 1874 the total value exported was £273,838, of which £70,572 was dispatched in the latter year. The hardwood timbers were not quite so much sought after, though the foundations were being laid for the important trade in these woods which has since been developed. In 1869 Lieutenant-Colonel Bruce informed the Legislative Council that over £100,000 worth of orders for jarrah from India had been refused owing to the difficulty of transport to the sea. This was surmounted by railways and tramlines, and the industry began to forge ahead. In 1871 a Victorian company began operations at Wonnerup, and others followed. The inclusion of jarrah (1872) and karri (1873) by Lloyds among the A class of ship-building timbers brought these hardwoods more prominently before buyers, and the export trade, which in 1872 had fallen to £2,500, rose in 1874 to £24,194.

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The development of the pearl and pearl shell industry, which had attracted considerable attention during the early sixties after the opening up of the North-West, received a strong stimulus early in 1869 through the discovery of a pearl valued at £260. Like the finding of a nugget to the mining industry, this caused a mild rush to engage in pearling, especially as shell at that time would bring £180 per ton. The number of boats engaged in the trade was largely increased, and pearling became one of the recognized industries of the colony. In 1869 about 54 tons of shell were raised, and sold for £6,490; from that onward the amount increased every year, and in 1874 308 tons were sold for £61,600, as well as pearls to the value of £12,000.

The principal fishing grounds were off the coast around Nickol Bay, but inferior shell of little value was also secured in Shark Bay. The diving was performed by natives, many of whom were women, and the treatment of these latter was certainly not in many instances creditable to the white pearl-ers. So acute did the moral aspect of the question become that in the interests of the aborigines the Legislative Council was compelled to pass an Act prohibiting the employment of women as divers. To interference with the native women may be attributed many of the murders committed by aborigines in and around the pearling station. In January, 1873, two pearl-ers, R. Shea and S. Miller, left their camp on the coast near the De Grey to look for certain native deserters. In the following month their mutilated bodies were discovered. Several natives were tried for the murder, and in the course of the trial it transpired that Miller had been murdered in mistake for a well-known settler whose conduct had been such as to call for retaliation on the part of the blacks. The prohibition against employing women led to the engagement (often compulsory) of Malays, who were found to be more satisfactory in the deeper waters. In 1874 some 500 divers of all classes were engaged along the coast.

The lead and copper mines in the Champion Bay district continued to be adversely affected by the difficulties of transport, and the output fluctuated considerably. In 1870 1,209 tons of ore, valued at £14,514, were raised, but in the following years there was an appreciable decrease, and it was not until 1874 that any evidence of progress was apparent. In that year 2,209 tons of lead and copper ore were exported and sold for £26,723. Five mines were working—the Geraldine, Wheel of Fortune, Yanganooka, Gwalla, Wanerenooka, and Gelira. The first two had reached a depth of over 300 ft., and the others between 100 and 200 ft.

The search for gold still continued, spurred on by the Government's offer of a bonus of £5,000, which had been extended to cover the discovery of a payable field



within 300 miles of any declared port. In 1869 traces were discovered at North Dandalup, on the strength of which the prospectors applied, without success, for the reward. In 1870 several reports of discoveries were received—one on the Blackwood River and others on the Murchison. Gold certainly was found on the Upper Irwin, but not in sufficient quantities to make it worth mining under the extremely unfavourable conditions that existed, though several attempts were made. This district had previously been described as auriferous by the Rev. C. G. Nicolay and Mr. Simpson, whose opinions have since been verified. During this year (1870) the Secretary of State notified that the Crown waived all rights to minerals on Crown lands, but the concession did not bring any payable field to light. Samples of quartz from Kelmscott, Newcastle, and Baylup, assayed in Sydney in 1872, were all found to contain traces of gold, and the Rockingham Bay Mining Company found it on the Serpentine. These discoveries over such a wide area induced the Council in 1873 to procure sixteen practical miners from Ballarat to prospect, and a private party found specimens at Kendenup, about 40 miles from Albany. A company was formed to work this district, but its endeavours were without result. To afford every facility a quartz battery was erected at Fremantle in 1874 to crush specimens found. All efforts, however, were fruitless, and though reports of gold discoveries continued to be made known, the colony was not able at that time to add gold to the list of exports. Boring for coal was also carried on, but without any satisfactory result.

Amongst all the energy and activity displayed, it is regrettable to find that the great primary industry—agriculture—suffered a serious reverse. Fields that had been tilled regularly for years were abandoned and some of the smaller settlements almost deserted. The reasons for this unfortunate state of things were many. Foremost among them were the bad seasons and the repeated attacks of red rust in the wheat. Then ignorance of proper farming methods had almost exhausted the soil, and consequently the yields diminished even in good seasons. Timber-cutting and pearling also exercised some influence, and many of the farmers turned to those callings which, though more hazardous, promised greater returns for considerably less labour and afforded better opportunities for social intercourse. Perhaps, too, the absence of specie and the system of barter that obtained in most of the rural districts had some effect. There was little desire for increased returns when the increase could only be exchanged for other commodities and was rarely the means of bringing actual money to the producer.

The areas affected by red rust were principally the Victoria, Champion Bay, and Irwin districts. In 1869-70 the trouble was accentuated by drought. To prevent

the ruin of many of the small holders Colonel Bruce, as Acting-Governor, spent over £3,000 in seed wheat for distribution under a bond for repayment after the harvest. This temporarily gave heart to the farmers, and a fall in the price of sandalwood in 1871 caused many who had deserted to return to the plough as at any rate a surer means of livelihood. In that year flour to the value of £4,822 was exported. A return of the red-rust plague in 1872 brought great distress to the settlers in the districts mentioned, and the flour exported that year was reduced by half. The evil was more apparent still in the succeeding years. In 1873 the area under wheat was 7,000 acres less than in the previous year, and in 1874 a further drop of 2,000 acres occurred. In both these years, and for many years afterwards, flour and grain became articles of import in place of export. This loss of interest in agricultural pursuits is the one instance of retrogression during Governor Weld's administration.

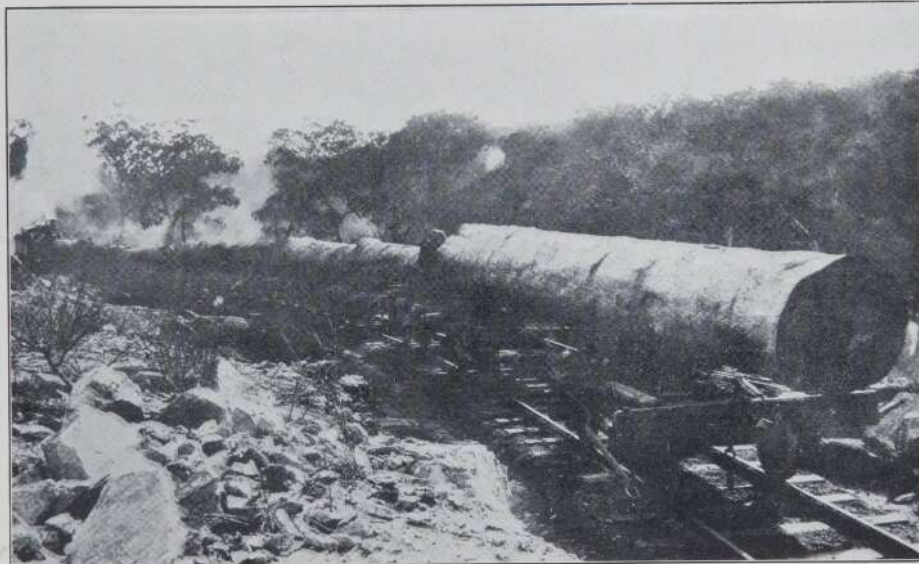
Settlement in the North-West received a severe setback in March, 1872, through a hurricane of exceptional violence. The district had previously been visited by cyclones, but none had done such serious damage. Within half an hour the little town of Roebourne was destroyed by the wind and rain, and many of the townspeople were injured. Cossack—a new town on the coast—also suffered, though not to the same extent. The various station-holders round about were disastrously affected. On the Nickol River Mr. Venn lost 2,000 sheep and several horses; Mr. Mackay's house was carried away by the flood and 1,500 of his sheep were drowned. At East Harding Mr. Withnell lost 600 sheep and some horses, and about 1,000 sheep belonging to Pyramid Station were destroyed. In fact, every squatter within the sphere of influence of the cyclone suffered to some extent; in a few hours almost, the results of many years' privation and hard work were swept away. Fortunately the limits of the storm were circumscribed, and settlers along the De Grey River escaped. It took some years to repair the damage, and in some measure the occurrence adversely affected the expansion of settlement in the North-West.

The importance of the convict establishment rapidly dwindled with the cessation of transportation. Where in 1869 there were 2,836 men more or less under prison control, in 1878 there were but 608. One serious feature was the growing number of convict paupers and infirm persons. In 1871 there were estimated to be nearly 800 in the colony who had to be supported by the Government. An attempt was made to persuade the Imperial Government to bear this burden, but without success. It was one of the penalties that followed in the wake of the system, and for years was a heavy tax upon the community. More than 8 per cent. of the revenue in 1872 went to support gaols, hospitals, and poorhouses.

Crime naturally diminished, though the statistics show that it was still large. Many were hanged, but not as previously, in public. This barbarous custom was abolished in 1872. Attempts at escape continued. In one case a prisoner crawled into a tub on an outgoing boat; some days later he emerged more dead than alive, only to be returned to Fremantle for a further term of imprisonment. Some trouble was occasioned by several Fenians who were allowed to leave the colony in 1869-71 on conditional pardon. The P. & O. Company refused to take them, but several managed to get away on a steamer to New Zealand, intending to proceed to the United States. Although they were ignorant of the fact, special legislation was in force in New Zealand

to insert in all conditional-pardon certificates that the holders of them are excluded from going to any of the Australian colonies. This direction to enforce the prohibition greatly affected numerous men who were preparing to leave Western Australia for the eastern colonies.

Out of a question of convict administration there arose in 1870 a very serious case involving the liberty of the Press, which not only created widespread public interest but gave rise to a bitterness of feeling that lasted for very many years. A ticket-of-leave holder named Young was brought back to the prison on the warrant of the Comptroller-General for (it is believed) making reflections on the management of Fremantle Prison. Doubting the legality of the proceedings



LOG HAULING, BLACKBUTT, MORNINGTON.

prohibiting the landing of conditional-pardon men. They were consequently arrested and threatened with deportation back to Western Australia, but the opportune arrival of a vessel bound to California saved them; they were allowed to proceed to San Francisco. The New Zealand Government made strong representation to the Western Australian authorities for allowing these men to disregard the prohibition against entering their domains, to which the Western Australian Government replied pleading, like the men themselves, ignorance of the existence of such an Act. New Zealand then complained to the Secretary of State, who admitted their right to exclude, and in 1872 instructed Governor Weld

Young's wife retained Mr. (now Sir) S. H. Parker, and instructed him to apply for a writ of *habeas corpus*. Mr. Parker had an interview with Young, who was inclined to wait the result of an appeal for mercy to the Governor before taking other steps. This appeal failed, and when Mr. Parker applied to see Young over the matter his application was refused on the ground that Young had declined to see him. Mr. Parker visited the prison, but was refused access, whereupon he made the affidavit supporting the application himself. The Comptroller-General complained that the affidavit was materially wrong, as it did not state that Young declined to see Mr. Parker. Mr. Parker urged that the

point had really nothing to do with the question, as he had actually been refused access to the prisoner. Judge Burt, however, thought differently, and fined Mr. Parker for malpractice and misconduct. Smarting under what he felt was an injustice, Mr. Parker wrote a letter to *The Inquirer* criticizing the judge's action and practically imputing prejudice—an imputation which an impartial review of the whole affair will sustain. *The Perth Gazette* also espoused his cause, and made some scathing remarks about both the judge and the Comptroller-General. Out of these remarks arose the second stage of the proceedings, which came dangerously near a travesty of justice. Stirling Brothers, editors of *The Inquirer*, and Arthur Shenton, editor of *The Gazette*, were called by Judge Burt before himself to explain their actions. The editors regretted publication, but Mr. Shenton made some attempt to justify what he had done on the ground that the actions of public men were open to fair and legitimate comment. Judge Burt then, after making some attempt to explain why he sat in judgment on a case in which he was one of the most interested parties, sentenced the Stirlings to thirty days' imprisonment, and poor Shenton to two months with £100 fine in addition. At a subsequent stage Mr. Parker was also fined £100 for his share in the proceedings. The editors went to gaol, but yielding to persuasion they agreed to publish apologies and were released. Shenton then petitioned for a remission of the fine, but without avail. The judge threatened attachment unless the fine was paid forthwith. Both Mr. Shenton and Mr. Parker then petitioned the Secretary of State, but he declined to interfere. Ultimately Mr. Shenton's fine was remitted, but not until after his death, when the judge's harshness could follow him no further, though it may have contributed towards his decease. The incident then closed, but *The Express*, a younger newspaper, was not far from the truth when it declared that the whole community was "seriously alarmed at the discovery of what a fearful engine the laws apparently provide and place in the hands of the sole judge." The community ought to have been more concerned about the purity of the administration of justice.

Native troubles, except in the North-West, had by this time practically disappeared, and the efforts of the Legislature were directed rather toward the protection of the aborigines than toward repression. A Select Committee in 1871 suggested grants of land under certain conditions, and in a revision of the land regulations made some years later this idea was carried into effect.

A case showing the desire of the Government to afford the natives the protection of the law arose in 1872. Mr. L. C. Burges was charged at Perth before the P.M. (Mr. E. W. Landor) and three justices for shooting at a native with intent to kill. As a

matter of fact the black was actually killed in attempting to escape after capture for stealing Burges' saddle while the settler was making a trip from Nickol Bay to Geraldton through a district infested with savages. After hearing the evidence the magistrates reduced the charge to one of shooting with intent to do bodily harm. For this Governor Weld, no doubt actuated by a desire to protect the natives, suspended Mr. Landor on the ground of 'want of capacity, or partiality, or both, in favour of the accused, who was a member of an influential family. The justices then resigned in protest. Burges was tried at the Supreme Court in September, and the jury were instructed by Judge Burt to return a verdict of murder or manslaughter. He was found guilty of the latter and sentenced to five years' penal servitude. The severity of the sentence caused a great outcry, and the Secretary of State was appealed to. That official reduced the sentence to one year, and directed the Governor to reinstate Mr. Landor and replace the three justices on the Commission of the Peace, but refused to remit the sentence altogether. The wisdom of punishing Mr. Burges at all may be doubted. Although in the settled districts little trouble was caused by the natives, they were still hostile in the North-West, and murders of white settlers caught napping were not infrequent. Men who undertook the burdens of pioneering and went out into unknown districts carried their lives in their hands, and to shoot quickly was often their only safeguard. Such men may have been technically guilty of murder, but even that was preferable to being stalked like game and treacherously slain by bloodthirsty savages.

In the matter of exploration the period under review was perhaps the most important in the history of Western Australia, embracing as it did the memorable series of journeys undertaken by Sir John Forrest and his brother, Mr. Alexander Forrest, which have made the name of Forrest famous in the geographical annals of the world. Up to 1869 every attempt to secure information about the great interior of Australia, stretching eastward from the coastal districts of the West to far within the borders of South Australia, had been unsuccessful. Stuart from the eastern side of the continent, Eyre along the southern coast, A. C. Gregory from the North-West, and Hunt, Lefroy, and the Gregorys travelling eastwards from Northam and York, had all been forced back by the great desolation which met them on the edge of the desert, barren so far as could be gauged of everything necessary to sustain life. To the men who had sufficient hardihood—perhaps recklessness—to penetrate that awful barrenness and give to science an accurate knowledge of it, Australia owes a debt of gratitude that no expression of admiration can fully repay. The first attempt, that made by Western Australia's greatest son, John Forrest, was

primarily undertaken in the hope of solving the mystery surrounding the fate of Leichhardt. While exploring in the Hampton Plains district in 1866 Messrs. Hunt and Roe had been told by the natives stories of white men murdered further east, on the shores of a great lake. The accounts were so circumstantial that hopes were raised that at last the fate of Leichhardt's party was to be set at rest. Dr. (afterwards Baron) von Mueller, who had accompanied A. C. Gregory in 1856, and was in 1866 in the employ of the Government of Victoria, offered to lead an expedition to the spot, and the Legislative Council made a grant towards defraying the expenses of the trip. Fortunately, perhaps, for Australian discovery, Von Mueller found that his engagements would not permit him to go, and the leadership was conferred upon John Forrest, then a young officer in the Survey Department. With him went Messrs. George Monger (as second in command), Malcolm Hamersley, and David Morgan, as well as two native guides, Tommy Windich and Jemmy Mungaroo.

Leaving Perth on April 15, 1869, Forrest made for the locality where the bones were said to lie, questioning the natives as he went. The result of these interrogations led him to believe that the bones were not those of white men, but those of Austin's horses lost near Poison Rock in 1856. Satisfied that to proceed further in that direction would be fruitless, he turned his steps eastwards and continued as far as longitude 122° 50' east, naming as he went his various discoveries—Lake Barlee, Mounts Ida, Leonora, Malcolm, Margaret, and many smaller features of the country. Returning by a more northerly route through barren territory, the explorers reached Newcastle on the 4th and Perth on August 6, having been absent 113 days, and having travelled over 2,000 miles. Though he failed in the main object of the expedition—to set the fate of Leichhardt at rest—Forrest "obtained a reliable survey of a district hitherto unknown, and withdrew one more district from the unexplored regions of the colony." The country traversed was, he stated, worthless for pastoral or agricultural purposes, but would well repay thorough geological examination, as it gave every indication of being an auriferous zone.

Soon after the return of the explorers, Dr. von Mueller suggested that Forrest should be placed in charge of an expedition to thoroughly examine the country between the Murchison River and the Gulf of Carpentaria. Governor Weld felt that such a journey would involve too great an expense. At the same time he was anxious to secure further information concerning the southern coast, and consequently in the following year (1870) Mr. Forrest entered upon his memorable trip from Perth to Adelaide by way of Eucla. Since Eyre's trying experience no one had succeeded in traversing the whole distance, though Major Warbur-

ton had, in 1860, from the South Australian side, reached a point nearly a hundred miles beyond the head of the Great Australian Bight, and Delisser in 1865 had just crossed the border from the east.

Funds were voted, and arrangements were made for the schooner "Azur" to meet the explorers with supplies at Esperance Bay, Israelite Bay, and Eucla. The party consisted of John Forrest (leader), Alexander Forrest (second in command), H. McLarty, W. Osborne, and Tommy Windich and another native. The party, with fifteen horses, left Perth on March 30, 1870, being accompanied for a few miles out by Governor Weld. Taking a south-easterly course through Kojonup and across the Fitzgerald and Phillips Rivers, Forrest reached Esperance Bay, where the schooner met them with supplies. From that point an easterly stretch of 130 miles brought the explorers to Israelite Bay. Starting afresh from there on May 30 they were compelled through want of water to strike northwards to a permanent supply discovered by Eyre, and then make a dash through waterless country to Eucla, where the schooner was to await them. On this portion of the journey they suffered severely from thirst, intensified by the difficulties they had to encounter. After a short trip inland Forrest left Eucla on June 24, and entering South Australian territory pressed on to Adelaide, which he reached on August 27, having accomplished the distance between the two capitals in five months. Forrest's opinion of the country passed through on the Western Australian side was distinctly favourable. The land was well grassed, and in some places water was procurable at moderate depths. "If," he said, "water could be procured on the tableland, it would be the finest pastoral district of Western Australia." The party returned to Perth by sea, arriving there on September 27, after an absence of 182 days.

In 1871 Alexander Forrest with a small party set out eastward in search of new pastoral land, but owing to the lateness of the season when they started the leader was compelled to make for the coast after penetrating for some distance beyond the spot upon which Kalgoorlie now stands. After reaching Esperance he returned to Perth, having traversed some 600 miles and discovered pastoral country, much of which has since been occupied.

The tale of exploration was now taken up, both officially and privately, in South Australia, and endeavours were made by travelling westward from the overland telegraph line to secure more definite knowledge of the still unknown interior. The first of these expeditions was commanded by Ernest Giles, an old digger and Government official, who must always remain in the front rank of those explorers who have conferred great benefit upon Western Australia. Being provided only with horses, Giles failed in his first attempt in

1872 to even reach the border, and in his second only succeeded in penetrating a little beyond it, being driven back by want of water from a district which he described as a "horrible region . . . dry, stony, scrubby, and barren." The desire to penetrate the great Australian desert still, however, remained, and in 1873 two expeditions went out. One of these, promoted by the Government of South Australia, was under the leadership of Mr. William Christie Gosse, Deputy Surveyor-General of South Australia, and the other, due to the liberality of Mr. (afterwards Sir) Thomas Elder and Captain Walter Hughes, was commanded by Major P. Egerton Warburton. Gosse left Alice Springs in April, and though he did not succeed in reaching the west coast, entered Western Australia near the Tomkinson Ranges, and examined those and the Cavenagh and Barrow Ranges. Major Warburton's expedition was more successful. Starting from Alice Springs on April 15 with a small party, and using camels in place of horses, he reached a tributary of the Oakover on December 4 and De Grey Station on January 11, 1871. Though the desert had been crossed little information was gleaned about the country. Owing to repeated delays provisions ran short and sickness occurred. Warburton therefore determined to push through as quickly as possible, travelling by night, and thus there was little opportunity of examining the character of the surrounding desert. Such opinions as they were able to offer were distinctly unfavourable: the country was sterile, watercourses of a permanent nature did not exist, and any attempt to cross with horses must end in disaster.

Meanwhile John Forrest was urging the desirability of a further expedition setting out from Perth with a similar object in view: to settle the question as to the character of the great central desert and ascertain whether a practicable route could be found between Western Australia and the more advanced eastern colonies. In 1872 he offered to lead an expedition from Champion Bay along the course of the Murchison River and across the interior to the South Australian telegraph line. The Governor recognized the value that such a result would have, and the Legislative Council voted £400 towards the cost of the expedition, the public subscribing the remainder. The official instructions were to "obtain information concerning the immense tract of country from which flow the Murchison, Gascoyne, Ashburton, De Grey, Fitzroy, and other rivers falling into the sea on the western and northern shores of this territory." After that, the further course of the expedition was to be at the discretion of the leader. The party, which consisted of John Forrest (leader), Alex. Forrest (second), James Sweeney, James Kennedy, and the native Tommy Windich and another aboriginal, left Perth, equipped with twenty-one horses

and eight months' stores, on March 18, 1874. Leaving Yuin a month later, and striking Murchison River, they followed it as far as the Robinson Range, and then turned south-east to Mounts Bartle and Russell, whence they followed a north-easterly course to the Kimberley and Frere Ranges and reached Weld Springs, where an abundance of excellent water could be obtained. So far they had met with no difficulty, having traversed a district admirably suited in the main for grazing purposes, but from Weld Springs eastward the country was principally spinifex desert, with fresh water only here and there. So greatly did they suffer from want of water that a return on their tracks at one time seemed inevitable. The indomitable courage of the leader, however, encouraged them to press forward, and ultimately they reached permanent water at Barlee Springs in a neighbourhood already traversed by Giles and Gosse. From this point on, though difficulties and privations were encountered, they were not to be compared with those they had surmounted, and the whole party reached the Peake Telegraph Station on September 27 and Adelaide on November 3. The course had been largely determined by the possibility of finding water. Forrest was unable on this account to proceed as far into the tropics or explore as much to the south as he wished, but in spite of these drawbacks the journey will always rank as one of the most remarkable feats of endurance on record. Starting with twenty-one horses to cross a desert where it had been declared horses could not live, he saved twelve of them, and that without hurrying. Careful notes were made of all the country traversed, and every precaution taken to make the results valuable to geographical science. To no one does the history of Australian exploration owe more than to John Forrest.

In the following year (1875) Giles, through the generosity of Sir Thomas Elder, was enabled to make a third attempt to cross the continent. This time, equipped with camels, he succeeded with comparative ease, and demonstrated the great superiority of those animals over horses in exploratory work over waterless country. Reaching Perth on November 18, he started on his return journey in the following January, taking a course between those of Warburton and Forrest. This journey also he accomplished in safety, thus gaining the honour of having twice traversed the continent. His experiences confirmed those of Forrest, that the interior of Australia is a sandy desert unfit for settlement of any kind. The desert had been pierced in four places, and though it showed no trace of land suitable for agricultural purposes, the successes of the expeditions were invaluable to science, and set at rest for good the question of the existence of an inland sea.

Of miscellaneous occurrences the most important seems to have been the succession of storms and hurri-

canes that visited the coastal districts about this time. Reference has already been made to the damage done by disturbances on the North-West coast. In 1869 the curious sight of a waterspout was seen on the Swan, opposite Government House, and the accompanying cyclone did considerable damage to the gardens along the banks. Three years later continuous rain for some weeks caused heavy floods on the Avon and Swan, which resulted in serious loss to the settlers along the banks of those rivers. Heavy gales on the coast during 1873 created havoc among the shipping, many of the smaller craft being driven ashore.

Towards the end of 1874 Mr. Weld was appointed Governor of Tasmania, and left Western Australia in December for his new sphere of duty. As Governor of Western Australia he was not intensely popular. Several of his actions failed to meet with approval. Perhaps the chief cause was to be found in the deter-

mined opposition he showed toward a protective tariff, and to the fact that during his administration the people learned how small was the kernel within the nut of representative government. Viewed from a distance of nearly half a century, Governor Weld's term of office marks the turning point in the history of Western Australian settlement. The change involved by the cessation of transportation, with the necessary diminution of Imperial expenditure, was brought about without any ill results; modern methods and conveniences were brought into operation; extensive exploration was encouraged and furthered; and every effort made to bring Western Australia into line with her more favoured sisters in the east. Farseeing and determined, and yet at the same time courteous and conciliatory, Frederick Weld must be considered one of the most successful Governors who had up to that time guided the destinies of the colony.

#### CHAPTER XIV.

1875—1883.

##### AGITATION FOR ALTERATION OF CONSTITUTION—LEGISLATION—LAND LAWS AND REGULATIONS—IMMIGRATION—RAILWAY DEVELOPMENT—RESOURCES AND INDUSTRIES—CONVICT ESTABLISHMENT—EXPLORATIONS—MISCELLANEOUS.

Governor Weld's successor, Mr. (afterwards Sir) William Cleaver Francis Robinson, arrived at Fremantle from Albany in the "Georgette" on January 11, 1875. Trained in the Imperial Service, Mr. Robinson differed from previous Governors in that he was conversant with Colonial Office methods and intentions, and had therefore a better idea of how colonial aspirations were likely to be viewed by the Home authorities. We have seen how he used that knowledge to discourage the proposals for responsible government. The agitation was revived with the advent of Sir Harry St. George Ord as Governor in 1877, but he was equally disinclined to give it any favourable support. The same attitude was observed by Sir William Robinson during his second term, which lasted from 1880 to 1883; consequently but little headway was made in bringing the matter to a head. In May, 1878, Mr. (now Sir) S. H. Parker, then newly elected to the Legislative Council, moved for the introduction of a Bill to amend the Constitution. The debate showed that the members were not at that time prepared to assent to any drastic change, though it was generally admitted that continued vexatious interference on the part of the Colonial Office would inevitably strengthen

the hands of those who desired responsible government. Though Mr. Parker's motion was lost, he did not cease to advocate a change, and there is no doubt that the grant of full self-government to the colony some dozen years later was largely due to the earnest efforts which he put forth. An attempt was made, though without any marked success, to make the question a vital one during the election campaign for the Legislative Council in 1880, and in 1882 Mr. Parker was again defeated on moving that an address be presented to the Governor asking for the introduction of a Bill. He then moved, and this time with success, that an address be presented asking the Governor to obtain from the Secretary of State a statement of the terms and conditions upon which autonomy would be granted to the colony, as it was felt that the financial requirements of the Act 13-14, Vict., c. 59, could be carried out. Here the matter was allowed to rest for the time, more especially as the Council was then, and had been for some years previously, busily engaged over questions of more immediate concern to the material welfare of the people. Out of the discussions, however, there came what appeared to the colonists to be an advantage—an alteration in the

constitution of the Executive Council. In 1873 Mr. Lee Steere had urged that this body should be made consultative rather than be allowed to remain as it really was, the actual governing power of the community; and this expression of opinion was not without effect. On July 4, 1878, the Governor was empowered by Order-in-Council "to appoint, in addition to the *ex officio* members, such persons as he may think fit to be members of our said Executive Council, but so that the number of such unofficial members shall never exceed the number of two." Of course any such appointments were to be subject to the approval of the Crown. At the same time provision was made whereby the Governor could appoint some particular member to preside in case of his absence, failing which the senior official member would act. Additional Royal instructions were received in 1879 limiting the official members to six and regulating their precedence, the two unofficial appointments being still allowed. The permission to include unofficial members in the Executive Council was not really acted upon until 1884, when Mr. J. G. Lee Steere was appointed, although Mr. J. H. Thomas, Commissioner of Public Works, had been made an "unofficial" member in 1879. The only alteration which took place in the Legislative Council was made in 1882, when by the creation of Gascoyne district the membership was increased to twenty-four. Proxy voting had already (in 1877) been abolished in favour of the system of voting by ballot in vogue in the eastern colonies.

Before dismissing the constitutional question, it may be well to note certain changes of importance in various official positions which took place during these years. Mr. R. J. Walcott, who had succeeded Mr. Stone as Attorney-General, gave place to Mr. H. H. Hocking, who held the office until 1879, when he returned to England. The position was temporarily filled by Mr. G. W. Leake and Mr. E. A. Stone in turn, no permanent appointment being made until 1881, when Mr. A. C. Onslow arrived from London to take up the appointment, only to resign it two years later to Mr. A. P. Hensman. Many of these changes were due to recurring vacancies in the judicial office. Sir Archibald Paull Burt, the Chief Justice, died towards the end of 1879, and until the arrival of his successor, Mr. H. T. Wrenfordsley, the position was filled by Mr. G. W. Leake. Mr. Wrenfordsley resigned in 1883, and Mr. A. C. Onslow was then appointed Chief Justice. In 1875 Mr. F. P. Barlee, who had for several years been Colonial Secretary and had been the leader of the Legislative Council since the establishment of representative government in 1870, went to England on leave, and resigned his position in 1877. Mr. R. T. Goldsworthy was appointed to the vacancy, and remained in office until 1880, when he gave place to Lord Gifford, who was in turn succeeded in 1883 by Mr. Malcolm Fraser. The

vacancy in the Survey Office created by Mr. Fraser's promotion was filled by the appointment of Mr. John Forrest as Surveyor-General and Commissioner of Crown Lands.

In the matter of legislation the period 1875-1883 was not particularly prolific. The tariff question, which seems to have become a hardy annual in Australian politics, was again raised in 1876, when a Committee, consisting of Messrs. H. H. Hocking (the Attorney-General), J. G. Lee Steere, G. Shenton, and W. E. Marmion, was appointed to report upon the advisability of revision. This Committee recommended that corn, flour, meal, salt meat, and various minor commodities should be placed upon the free list. Although these were the very articles over which the advocates of protection and freetrade had had some very warm arguments, the report seems to have been agreed to almost without remark, and freetrade to have been recognized as the accepted policy, duties being restricted to the requirements of the revenue. But as the taxation amounted to almost £3 6s. 8d. per head, the freetrade principle must have been considerably modified by protectionist practice. This became more apparent in 1879, when the colony was faced with a depression, and customs duties were looked to as a means of securing sufficient revenue. These duties, imposed at the instance of the Government, had, it was explained, nothing to do with the principle of freetrade, but were merely a matter of expediency and would only last for three years. The Speaker, Sir Luke S. Leake (who had been knighted in 1876), and Mr. S. H. Parker, strongly opposed the proposals, but in face of the necessity of securing money by some form of taxation they were agreed to. The cry that the duties were a burden upon the working classes was quickly raised, and during the succeeding two years efforts were made to have them reduced, but without avail. In fact, when the three years for which they were imposed had expired, instead of being abrogated the duties were confirmed and made permanent, the general feeling then being that if money for the necessary public works was to be secured the policy of the country must be one of protection.

Besides the tariff, the only matters of importance from a legislative standpoint were a reform in the method of issuing land titles and various revisions of the land regulations. Colonel Torrens, in South Australia, had evolved a simple method of transferring land titles which had been found to work admirably. By its operation the whole complex system of conveyances was swept away and its place taken by a simple document, which not only showed at a glance the various transactions that had taken place with regard to land, but also disclosed at once to the purchaser any encumbrances in the way of mortgage or charge that might be in existence; "everything was concentrated into one plain and

portable compass." A Bill based upon the South Australian Act was introduced into the Council in 1874 and became law in July, 1875; amendments have been made from time to time, but the principle still remains in operation. The establishment of this system was considered a favourable opportunity for a complete revision of the land regulations, and a Committee was appointed by the Council to draft necessary alterations. Included in these was one made at the instance of the Surveyor-General, providing that persons holding a special occupation licence or the fee simple should have the right to depasture four head of stock on adjoining Crown lands for every 100 acres, with a maximum of twenty head.

settlement than any English Minister was likely to possess.

The new regulations, under which the Surveyor-General became in addition Commissioner of Crown Lands, divided the colony into four districts—the Central, Central-Eastern, Northern, and South-Eastern—the lands in each being classified as town, suburban, rural, and mineral. All rural lands in the Central district were available for sale in lots of not less than 40 acres at a minimum of 10s. per acre; in the other districts 400 acres was the minimum section and 5s. per acre the upset price. Pastoral lands were divided into two classes instead of three as formerly; first-class land



APRICOT ORCHARD, MOUNT BARKER DISTRICT

If the land owned or licensed was cultivated, then the owner or licensee could depasture one head (up to twenty) for every seven acres under cultivation.

The draft regulations were considered during 1876-77, and were forwarded during the latter year for the approval of the Secretary of State for the Colonies. This assent, which was notified in 1878, was much more easily gained than in previous years. The Imperial authorities seem to have been slowly learning that the colonial legislatures were fairly competent to deal with local matters, and that as regards land regulations particularly they had a more intimate knowledge of the conditions necessary for the development of successful land

was that comprised in the area bounded on the south and west by the sea coast, on the north by the Murchison River, and on the east by a line drawn from the summit of Mount Bompas through the summits of Wongan Hill and Mount Stirling to the mouth of the Fitzgerald River; while the second-class comprised the remaining pastoral lands in the colony. First-class land could be secured by annual licence in blocks of not less than 3,000 acres, except where other boundaries intervened, or could be leased for fourteen years in blocks of 10,000 acres or over. Second-class land could be leased for fourteen years in blocks of 20,000 acres, the rent to be 5s. per 1,000 acres for the first and 10s. per 1,000 for



the second seven years. Lessees could also under certain conditions secure a pre-emptive right during the currency of the lease over blocks of not less than 1,000 acres, but in such cases an annual rental of £5 per 1,000 acres had to be paid in advance. The cost of the fee simple of such land in the northern district was 5s. per acre during the first seven years and 10s. per acre afterwards; in other districts 2s. 6d. and 5s. per acre according to the time of purchase. The regulations also provided for timber licences at the rate of £20 for each 640 acres of timber country; such licences, however, did not permit the cutting, hewing, and removing of logs and piles. For cutting and removing timber in bulk or for piles, a fee of £3 per month for each man employed was required, and for each sawyer 5s. per month. Licences to cut sandalwood or bark cost 2s. 6d. per month. Special leases for fourteen years for cutting timber could also be procured. Little or no change was made in the existing regulations regarding poison and mineral country, but special grants were allowed to volunteers who had served two years or more and to immigrants. This latter concession was not, however, sufficient to induce suitable persons from the United Kingdom to emigrate to Western Australia.

The opening up of the Kimberley district made it necessary that special regulations should be framed dealing with the lands of that area. These were issued in November, 1880, and provided that the price of the fee simple in rural sections of not less than 200 acres should be 10s. per acre. A bonus of 500 acres in fee simple was offered to the person or company producing tropical or semi-tropical products, with an additional 500 acres to the first two persons who earned the bonus. The minimum areas of pastoral leases were 50,000 acres with a river frontage and 20,000 without, the leases to extend to the end of 1893. The rent was to be 10s. per 1,000 acres, on condition that before the expiry of two years from the date of the lease each 1,000 acres was to be stocked with two head of cattle or twenty sheep.

In 1882 these special regulations were included in a revision of the land regulations generally, when certain modifications were made in those published in 1878. Instead of four the colony was divided into five districts, Kimberley being the fifth. The limit of two years for stocking in the Kimberley district was increased to three, but no drastic alterations were made in the general regulations.

These regulations were condemned without hesitation by the Commissioner of Crown Lands (Mr. John Forrest) in 1883, who pointed out that the right of free and unfettered selection by purchase permitted, if it did not compel, leaseholders to buy up the springs and waterholes on their leases in order to secure their runs from outside purchasers. The result was that the whole

country was being spoiled by small fee-simple locations being dotted all over it. It would have been better, he considered, to have given leaseholders reasonable protection and longer leases if necessary, but not a pre-emptive right over any portion of them. When necessity arose the squatter should be required to give way to the agriculturist, but until that state of things actually happened, he should be made secure in his lease. A Committee, of which Mr. Forrest was a member, was appointed in 1883 to consider the matter, and recommended, though not unanimously, that the squatter should be entitled to a renewal of his lease for a further term. As the recommendation meant leasing the land until 1901 at the same rent as was paid at the beginning, considerable diversity of opinion was shown, but in the result the principle of renewal in the case of Kimberley pastoral leases was conceded by the Legislative Council and approved by the Secretary of State.

Though these two matters—the Tariff Act and the Land Regulations—constituted the bulk of the legislative work during these years, the Government was particularly active in the directions of immigration and of public works, especially railways. Provision for encouraging immigration had been made in the land regulations, but had not achieved any distinct result; the growth of industries and the development of an export trade, which might reasonably have been expected to bring new people, had not done so, neither did any influx follow the cessation of transportation. Not only were these causes looked to as means for bringing about a satisfactory addition to the population from outside; they were reasons why such addition was necessary. The cessation of convicts meant that ticket-of-leave men were not available to supply the labour market; the development of industries could not proceed without labour; and land settlement could not be extended unless farmers with some means and agricultural experience could be induced to make Western Australia their home. Other means having failed, the suggestion of assisting immigration was mooted in 1873, and in 1874, after some discussion, the Legislative Council voted £10,000 for immigration purposes, £1,000 of it to be spent in bringing out Chinese or Javanese coolies. Steps were at once taken to carry out the purpose of the vote, and between 1875 and 1877 nearly 2,000 persons were brought to the colony at a cost of nearly £18,000. To hold them after they arrived, it was provided that each adult immigrant of the labouring class would, after two years' residence, be entitled to select up to 50 acres of the unimproved Crown lands open to selection, while those between the ages of sixteen and twenty-one were allowed 25 acres. No family could, however, receive in the aggregate more than 150 acres. Certain improvements had then to be effected within three years to secure the fee simple. The inducements, however, do not seem to have proved

sufficiently strong. A large proportion of those assisted, attracted no doubt by the superior advantages and more settled conditions of the eastern colonies, made their way thither, and it became evident that practically Western Australia was paying away money to increase the population of Victoria and New South Wales. To prevent this all immigrants landed after 1876 were, at the suggestion of Governor Robinson, compelled to enter into an agreement to remain for three years in the colony or refund the whole of their passage money. Even with this restriction, the number of people who arrived was far from satisfactory, and in 1878 it was decided to spend £2,500 on obtaining Chinese or coolie labour, and £4,500 on German immigrants. On account of the decided opposition manifested towards the idea, only a few Chinese were imported, and these under a three years' contract. The conduct of these was deemed by some to be so satisfactory that it was proposed to spend an additional £2,000 in 1879 on the introduction of others. This was very warmly debated, and though ultimately approved by the Council was never carried out, as Governor Ord, evidently impressed by the arguments of the Opposition, considered the introduction of contract aliens would be extremely unsatisfactory. The general question of introducing Chinese into Australia was considered at an Inter-colonial Conference held in Sydney in 1881, at which Chief Justice Wrensfordsley represented Western Australia. Though instructed not to enter into the discussion, he unofficially pointed out that a policy of non-introduction which suited Victoria and South Australia might not be agreeable to either Queensland or Western Australia, both of which had tropical areas to develop. The Conference, being strongly opposed to the importation of Chinese into Western Australia, decided to refer the matter to the Secretary of State, who replied that he would require definite information of serious injury to the eastern colonies to justify him in interfering with the arrangements of the Western Australian Government. Other immigration was not successful; any increase through arrivals was more than counter-balanced by departures; the population, which in 1878 stood at 28,166, had only reached 31,700 in 1883, an increase which the births would fully account for.

Even if it did not in every way give that satisfaction which was expected from it, representative government certainly justified its establishment by the energy with which it undertook a progressive public works policy, more especially in the direction of railway extension. The Geraldton-Northampton line, the first Government line in the colony, was, after many vicissitudes caused through questions of gauge and unexpected expenditure, opened for traffic in 1879. Before that was accomplished it had also been decided to construct a line from Fremantle to Guildford through Perth, to

form the first section of a trunk line to the eastern districts. It was originally suggested that this line should be built by a private company, the Government guaranteeing 6 per cent. interest on the capital for a term of years. The Secretary of State (Lord Carnarvon) did not look with favour upon the proposal, as in so many cases of private construction of national utilities the ultimate burden fell upon the public purse, and often meant larger outlay than would have occurred in case of Government construction. He intimated that he would be prepared to authorize a loan for the purpose if he were satisfied as to the necessity for the line and were furnished with an estimate of the cost. The Governor replied that the Director of Public Works (Mr. J. H. Thomas) had prepared estimates showing that a line along the south bank of the river would cost £99,121, as against £87,098 for one on the northern side, and that the estimated balance of profit upon working, after paying interest and expenses, would be over £12,000. As usual in such cases, a battle of routes was entered upon, and after much discussion the northern route was fixed, and a contract for the work let to Mr. John Robb, of Adelaide, for £74,591. The first sod was turned on a spot near the present Perth station by Governor Ord on June 3, 1879. To pay for the construction a loan of £200,000 was authorized. The railway was formally opened by Governor Robinson on March 1, 1881, and up to the end of the year earned a profit of £105 over and above expenses and interest. Its failure to earn more was due principally to the continued popularity of river carriage for the transport of goods. The total cost of construction, exclusive of surveys, was £123,504. The loan of £200,000 authorized in 1878 having been floated at 4½ per cent., it was determined to continue the line eastward in the hope of securing better returns for the Guildford-Fremantle section. The question of route again became a matter of moment. Three were advocated—one to Northam by way of Spencer's Brook, a second to the same destination by way of Chidlow's Well, and a third *via* Chittering to Newcastle. The Act finally passed by the Council authorized the construction of a line to Chidlow's Well and then on to York, provided the Secretary of State would approve a further loan of £150,000. This money was required for other purposes in addition to the railway. Through some error in the method of book-keeping a false idea of the state of the finances existed. In 1876 Mr. Lefroy assured the Council that there was a surplus of over £26,000, and a portion of this money was devoted to the erection of the Eucla telegraph line. In 1879 it was asserted by Mr. Carey that the figures were wrong, and that as a matter of fact there was a deficiency in 1876. An examination of the accounts proved that he was right, that in 1876 there was really a deficit on general account of £17,885, which had in-

creased each year until in 1879 it stood at £35,000. At the end of that year it was found that even the later figures were short of the mark, and that the actual indebtedness was close upon £80,000. This was reduced by July, 1881, to £59,844, and with the help of an improved revenue and the repayment of sums properly chargeable to loan account, the ledger was balanced by the end of July, 1882.

Meanwhile tenders for the second section of the line—from Guildford to Childlow's Well—had been called, and that of J. Wright for £53,043 accepted. Certain private lands had to be resumed, and this caused some slight delay, but the work was started in the following March. The construction was pursued with as much rapidity as straitened finances would allow, and the line was opened in March, 1884, the actual cost being £80,472. To pay for this and provide money for the further extension to York, another loan of £254,000 at 4 per cent. was authorized by the Council in 1882. Mr. Clayton T. Mason, then acting as Commissioner of Railways, estimated the whole cost of the Guildford-York section at £192,350, which proved to be not far wide of the mark, as the tender for the Childlow's Well to York section was let to Edmund Keane in 1883 at £105,312. The whole line from Fremantle to York was opened for traffic at the end of June, 1885, and though the expectations of greatly increased revenue were not at first realized, there is no doubt that the railway cheapened production and assisted very materially in the development of all the eastern districts.

The trade returns, disclosed by the following statistics, show, however, that development was not confined to those districts which were favoured with railways:—

	Imports.	Exports.
	£	£
1875 ...	349,840	391,217
1876 ...	386,036	397,292
1877 ...	362,706	373,351
1878 ...	379,049	428,491
1879 ...	407,299	494,883
1880 ...	353,669	499,183
1881 ...	404,831	502,769
1882 ...	508,755	583,055
1883 ...	516,846	444,764

Thus the colony until 1883 held its position as an exporter rather than an importer, a fact of no little moment in a consideration of its financial condition, especially since, during all these years, enormous quantities of material for railways and telegraphs had necessarily to be imported. The principal items of export are given, with their values, in the subjoined comparative statement, and show that wool, timber of various

kinds, and pearls and pearl shell, still continued to be the principal items, minerals rapidly diminishing in value until they became almost a negligible quantity for the time:—

	Wool.	Sandal-wood.	Other Timbers.	Pearls and Pearl Shell.	Minerals.	Guano.	Horses and Stock.
	£	£	£	£	£	£	£
1875	182,112	66,456	23,965	76,642	30,359	—	2,758
1876	165,151	65,772	23,743	83,292	30,483	367	10,822
1877	199,624	31,850	30,979	22,450	48,268	6,000	8,775
1878	150,692	35,064	63,901	37,652	43,545	66,095	11,638
1879	175,284	35,000	69,742	98,405	33,300	54,184	12,425
1880	271,412	51,970	96,252	51,710	15,468	6,650	8,975
1881	256,689	77,165	79,377	50,923	11,204	—	11,125
1882	301,234	96,050	93,650	53,670	14,248	—	8,643
1883	225,279	56,250	79,760	49,416	7,266	2,964	12,064

The one omission of importance from this table is the item comprising wheat, grain, flour, and agricultural produce generally. Unfortunately the blight that had overtaken farming since 1869 still continued, and the area under crop remained stationary or showed a slight decrease. This, in conjunction with the increase of population, made the importation of flour, grain, and other produce a necessity, and from 1875 to 1883 the value of these commodities imported reached some hundreds of thousands of pounds. In other avenues of trade and industry, however, the table, notwithstanding a temporary depression in revenue between 1876 and 1880, shows that solid progress was being maintained in every other direction except the raising of lead and copper ore, where the cost of production, in face of a falling market, made mining operations less and less lucrative.

Pearling, particularly during the years 1875, 1876, and 1879, yielded a rich harvest, in spite of the many disastrous storms and the restrictions placed by the Government upon the employment of natives and Malays as divers. That these restrictions were necessary is quite evident from the many recorded instances of cruelty and ill-usage. The trade seems to have had the effect of brutalizing those connected with it, and though pearl-ers were nominally compelled by the Pearling Act to observe certain conditions in the treatment of their divers, supervision in such out-of-the-way places was fairly lax, and there were not wanting disreputable traders whose only aim was to get every possible ounce of work, short of actually killing him, out of the unfortunate native who had signed on as a diver for the period of twelve months allowed by the Act. So unhealthy were the conditions under which the divers worked and so cruel their treatment by unscrupulous white masters that the Dutch Government at Timor was compelled to make regulations governing the conditions under which Malays could be secured for the trade. It must not for a moment be thought that all white pearl-ers were guilty

of inhuman treatment, but the reputation of the pearling industry suffered greatly from the acts of those who were, and every effort was made to formulate conditions of employment stringent enough to include the worst cases. An inspector of Pearl-shell Fisheries (Mr. B. E. Mayne) was appointed to see that the Act was carried out, and by that officer's vigilance considerable improvement in the treatment of native divers was effected.

The most serious trouble that the industry had to face was the loss of life and damage to property resulting from the periodical cyclones which swept over the pearling grounds. In 1876 one of these storms caused the loss of four schooners with practically the whole of their crews, and a still more severe visitation in 1881 wrecked over a dozen boats and was responsible for a serious loss of life. In this case the storm was accompanied by a tidal wave said to have been 30 ft. in height, which submerged Twin Islands and materially altered the position of the various shoals and banks, while the wind travelling up the Ashburton River did considerable damage among the stations in the locality. Fortunately these storms, which still cause great loss and suffering amongst the pearling fleets, are restricted in operation, and consequently the whole extent of the fisheries, which spread from Shark Bay along the north-west coast, is never devastated at the one time.

A new source of export during these years was found in the guano deposits on the islands off the north-west coast. Some attempt had, it will be remembered, been made in 1850 to turn these deposits to profitable account, but without success, and practically nothing further was heard of them until 1876. In that year an American named Roberts landed at the Lacépède Islands from a French vessel, and claimed them as an American possession on the ground that they were more than a league from the mainland. Some time previously the Western Australian Government had given a Melbourne firm (Messrs. Poole, Picken, & Co.) permission to remove the guano, with which the island abounded, on payment

of a royalty of 10s. a ton. Vessels were at the time being loaded by Mr. Geddes, the firm's representative. Roberts, on the authority of the American Consul at Melbourne, laid claim to the cargoes of these vessels, a claim which Geddes strongly disputed. Geddes then proceeded to Roebourne to complain to the Government Resident, and being sworn in as a special constable returned to attach the French vessel chartered by Roberts, who publicly proclaimed American sovereignty over the islands and asked for £30,000 as compensation. The Government Resident, untroubled by any question of sovereignty, fined Roberts £100, and ordered the captain of the French barque to pay the costs. The captain discreetly sailed for Fremantle, and having paid the royalty of 10s. per ton, made off with the cargo for Mauritius. The next step was taken by the American Consul.

One of Poole, Picken, & Co.'s boats, carrying guano, arrived at Melbourne and was attached on behalf of the American Government, instructions being given to take the same action at Mauritius in regard to the French barque. The Consul then visited Perth to discuss matters of compensation. Arrangements were made for remitting the question of sovereignty to

the Governments concerned, Roberts being in the meantime permitted to load guano on payment of the royalty, such royalty to be refunded if his contention was upheld. The American Government at once admitted that the Consul's claim was without foundation, and the only result of the whole proceedings was a good advertisement for the guano industry. To prevent the recurrence of trouble, legislation was passed in 1877 dealing with trespassing on Crown lands, which Lord Carnarvon (the Secretary of State) approved, though he considered the penalties for illegally removing guano were very severe. The amount of guano exported from the Lacépède Islands during 1878 and 1879 was very large, but unfortunately for the Government the supplies were not inexhaustible. A contract was made with Beaver and Co. to take away a certain number of full cargoes, but



WHEAT STACKS, FREMANTLE WHARF.

when the time for fulfilment of the contract arrived it was found that only inferior guano remained, and not sufficient of that to load the ships. In consequence the firm claimed compensation, and a Select Committee of the Council appointed in 1881 awarded £6,968, remarking that the Government was entirely to blame and had been guilty of a want of business acumen that deserved to be called by a harsher name. During 1881 and 1882 no guano at all was exported, but the trade was revived in 1883 by Mr. Charles E. Broadhurst, who secured a lease of the Abrolhos Islands, on which were large deposits of phosphatic guano, and continued to export until 1904, when the lease expired, and further export was prohibited.

As may be seen from the table the trade in sandalwood reached its highest point of development during this period; thereafter it began to decline, but its place was more than taken by the increasing demand for hardwood timbers, which were being recognized as being perhaps the best possible woods for certain classes of work, as they were impervious to the attacks both of white ants and sea worms. New mills were opened and the old ones extended, and the early stages of the enormous trade which has since been developed were laid. Tramways and other means of transport were provided and greater endeavours made to meet the demands of a continually increasing industry.

The pastoral industry, to the success and development of which Western Australian progress was still chiefly indebted, received an immense impetus through the discovery of the Kimberley pastoral country in 1879 as a result of an exploratory trip made by Alexander Forrest, accompanied by Messrs. Fenton Hill, Matthew Forrest, John Campbell, James Carey, Arthur Hicks, and two natives. Forrest was instructed to examine, map out, and report upon the country between the De Grey River in Western Australia and the Victoria River in the Northern Territory. Leaving the De Grey River Station on February 25, he reached Beagle Bay on April 10, and started upon the actual work of the expedition. Proceeding eastward to King Sound he followed the Fitzroy River for some distance, finding it deep and rapid, and then tried to penetrate the rugged passes of the Leopold Range. Realizing this to be an impossibility, he was compelled to go round and steer a course up the valley of the Margaret River, discovering on the journey the well-watered Nicholson Plains, which he deemed the finest part of Western Australia he had seen. Still keeping an eastward course he came to the Ord River, which seemed likely to repay examination, but want of provisions and sickness amongst the party compelled him to make all speed for the overland telegraph line, which he struck at Daly Waters Station after much suffering and privation in the beginning of October.

Mr. Forrest reported that about 25,000,000 acres

were suitable for pastoral development or tropical agriculture, while at Beagle Bay there was a good site for a township. The country along the Fitzroy was liable to floods during the wet season (from December to March), but from the river across to the South Australian border this drawback did not exist, though the whole area was well watered. The scientist (Mr. Hill) found traces of copper, and hazarded the opinion (to be afterwards confirmed) that gold would probably be found among the ranges and toward the headwaters of the Fitzroy.

The discoveries made by this expedition were of the greatest possible importance to the colony, and the opening up of the Kimberley district for pastoral and grazing purposes, which resulted from the reports made by Mr. Forrest, marks a new era in the development of Western Australia. Good country such as this could not remain unused, and the Government was besieged with inquiries as to the conditions under which settlement would be permitted. These conditions were set out in the special land regulations for the Kimberley district issued in November, 1879, to which reference has already been made. Though the regulations were not considered entirely satisfactory, they did not prevent extensive occupation of the territory during the succeeding years. Within the tropics, and a long distance from the settled areas, life in the Kimberleys was even more trying than in the North-West district, but the land was richer and results more certain; consequently many were found to endure the trials, and their endurance was rewarded with success.

Settlers were attracted from all parts of Australia, but more particularly from Victoria. Pastoral associations to work portions of the land were proposed, and though they were generally abandoned, private settlement spread rapidly. Large selections were made in 1880, and in 1881 leases to the extent of 5,500,000 acres were taken up, an amount which, though large, was according to the Surveyor-General's report more than trebled by June of the following year. The task of surveying these leases, many of which were larger than some European principalities, was one of no little difficulty, and partook largely of the nature of exploration. So actively was it carried out that in July, 1883, the Governor reported to the Legislative Council that lands to the extent of 43,000,000 acres were leased and were producing an annual rental of £21,348.

Following out the suggestion of Mr. Forrest, the settlers fixed upon Beagle Bay as the first landing place, the pioneer pastoralist being Mr. J. Brockman, who landed there in 1882. The Murray River Squatting Company (Messrs. A. R. Richardson, S. R. Elliot, W. Patterson, and H. Cornish) followed with 2,000 sheep, and took up a run on the Meda River. Then came Messrs. W. Lukin, Lowe, F. Monger, Bostock, and

Brown (acting on behalf of Messrs. W. Lukin and J. H. Monger), who chose the Lennard River as their location. This party had started with 4,500 sheep, 2,700 of which were lost through various causes before a landing was effected at Beagle Bay. The Kimberley Pastoral Company, consisting of Messrs. Marmion, Sholl, A. Forrest, and others, with Mr. J. P. McLarty as manager, landed 3,000 sheep at Roebuck Bay in 1883 and formed a station on the Fitzroy River. Some residents of the Williams district, styling themselves the Meda River Pastoral Company, took up a lease on the Meda River in the same year, and about that time Mr. G. C. Rose, acting for Mr. J. A. Game, of London, settled on the Fitzroy with 2,000 sheep, and subsequently bought the interests of the Murray River Company. The Ord River district was pioneered by Messrs. Osborne and Panton with stock driven overland from Queensland, a journey which occupied over two years. Out of 6,000 cattle which started the trip, 4,500 were safely landed by Mr. Buchanan, who had charge of them. Messrs. Durack and Kilfoyle chose the same district, and settled there with 5,000 cattle in 1885. These are the more prominent of those who opened up the Kimberley district, and the number of cattle and sheep established there by them shows that from the pastoral standpoint the Kimberley was by far the most important territory discovered up to that time in the colony.

The Surveyor-General (Mr. John Forrest) visited the district in 1833 and furnished an interesting report of the progress of settlement. From it we learn that there were at the time eight stations in the Kimberleys employing some fifty-two white men besides numbers of natives. These eight stations were owned and stocked as follows:—J. A. Game, 10,000 sheep, 50 cattle, and 45 horses; Kimberley Pastoral Company, 8,000 sheep and 30 horses; Meda River Pastoral Company, 4,000 sheep and 8 horses; Lukin & Monger, 2,800 sheep and 12 horses; Daly, 600 sheep and 4 horses; Poulton and Riley, 1,400 sheep and 6 horses; Roy, Cowan, and Company, 600 sheep and 14 horses; and Hogan and McDermott, 600 sheep and 8 horses; making in all 28,000 sheep, 50 head of cattle, and 127 horses.

This, although the principal factor in the expansion of the pastoral industry, was by no means the only one. Development of a satisfactory nature was taking place in the North-West (Gascoyne) district, which would have shown even better results than were apparent had it not been for the repeated occurrence of cyclonic storms. Some of these, particularly those of 1881 and 1882, caused considerable damage to stations on the Ashburton and to the districts round Roebourne and Cosack, on one holding alone—that of Forrest, Burt, and Company—over 1,000 sheep being destroyed.

Strenuous efforts were also made to settle pastoralists in the Eucla district, concerning which very

favourable reports had been received. Messrs. Muir, Kennedy, and McGill pioneered the way, but there was no eagerness to follow their example, though by the end of 1883 about 35,000,000 acres had been leased at a rental of £9,067. The great drawback was the absence of permanent water. This reduced the chances of success to a minimum. Artesian boring it was thought might overcome the difficulty, but there was little inclination to undertake the expense, especially as ample land of the same quality was available in districts not by any means so arid. The time for seriously working land in the neighbourhood of Eucla had not then arrived.

Exploration during these years was practically limited to the expedition of Mr. Alexander Forrest which has been already referred to, and to the success of which the opening up of the valuable Kimberley districts was due. A surveying trip which partook largely of the nature of an exploration was, however, made through the same district in 1883 by Mr. John Forrest, accompanied by surveyors H. F. Johnston, J. S. Brooking, G. R. Turner, and G. J. Walsh. Landing at Roebuck Bay they examined most of the Kimberley division. From La Grange Bay they made their way to the Fitzroy River and tested the country as far as St. George's Range, finding it to consist in the main of well-elevated, richly-grassed, and well-watered plains. Round the lowest part of the Ord River the land was equally good. In the course of their travels the party examined the Fitzroy, Margaret, May, Lennard, and Richcnda Rivers, and made accurate surveys of the country through which they passed. With them was the Government Geologist (Mr. E. T. Hardman), who compiled a valuable geological map of the district, and reported that there were distinct indications, in various parts, of the existence of gold. The surveying work was continued in 1884 under the command of Mr. Johnston and the triangulation from Mount Pierre to the junction of the Negri and Ord carried out. The course was some distance to the south of Alexander Forrest's track in 1879, and led to the discovery of several rivers and watercourses, among them being Hall's Creek, upon which is located the township of that name, the headquarters of the East Kimberley goldfields. Mr. Hardman's second report regarding the possibility of gold discoveries was confirmatory of his former one.

In the year 1883 an expedition was also undertaken by Messrs. W. J. O'Donnell and W. Carr-Boyd. Starting from the overland telegraph line, they crossed in the direction of Roebourne, and added further areas to the already large amount of good country discovered in the Kimberley district.

The existence of the convict system was rapidly drawing to a close, and in 1886 the establishment was disbanded and the few remaining convicts handed over to the control of the Colonial Government. The

Comptroller-General and all the organized machinery disappeared, and the Sheriff of the colony and the local prison system took its place. Most of the convicts had served their terms and were free men in Western Australia or other places. The few remaining became ordinary prisoners until such time as they had completed their terms. Road parties and other convict bands vanished from the country districts, and only the buildings and a few dissolute and debauched paupers remained to show that Western Australia had ever suffered from the harassing effects of a penal colony. Long years before its actual disestablishment it had disappeared from the place of importance it formerly held, but there still remained various matters of administration that required settlement before the colony could be said to be wholly free. From the inception of the convict system the proportion which the Imperial Government should contribute toward the expenditure upon the police and magistracy had been a matter of contention. In 1853 an arrangement was arrived at under which the Home authorities agreed to pay £1,000 a year toward the expenses of the magistracy and two-thirds of the cost of maintaining an efficient police force, with a maximum contribution of £6,000. This arrangement held for a number of years so far as the proportion was concerned, but the actual amount paid from the British Treasury at the time of the cessation of transportation was considerably over £15,000. The largeness of the sum attracted attention in 1864, when it was suggested that the Imperial proportion be reduced to one-half, but in view of the contemplated cessation of the system consideration was deferred until after that event had taken place. Either by accident or design the question was not raised again until 1877, when Governor Robinson proposed that the sum should be £15,000 for 1877-8, and should decrease by a certain amount annually until 1893, in which year it would expire. The Assistant Comptroller-General recommended as an alternative that there should be an immediate drop to £10,000 and a diminution of £1,000 a year until 1887, when the contribution would finally cease. Neither of these suggestions quite met the view of the Lords of the Treasury, who decided in November, 1877, that the grant for 1877-8 should be £14,000, that it should sink by £1,000 a year till 1883-84, and then by £2,000 annually until 1887-8, when—twenty years after transportation had come to an end—it would cease altogether. The terms were in themselves fair and equitable; the sting lay in the concluding portion of the despatch: "My Lords have only to add, in regard to both these grants-in-aid for magistrates, police, and chaplains, that payment of them will depend absolutely upon the colony not being given . . . responsible government. If such form of government be insisted

upon all payments will cease." The Treasury also proposed to disband the pensioner force, as its continuance seemed unnecessary since all the remaining prisoners were confined in Fremantle Gaol. On further consideration, however, it was decided to retain the services of the pensioner guard until 1887. The terms, or rather the conditions attached to them, were not altogether palatable to the local authorities, but it was ultimately agreed to adopt them, and thus another phase of convict administration automatically came to an end in 1888.

In the meantime the various establishments necessary to a convict system had by arrangement been transferred to the colonial authorities. The pensioner force which it had been decided should continue till 1887 was disbanded in 1880, and in its place a contribution of £4,000 was made toward the cost of maintaining order. In 1883 the Lunatic Asylum, built originally for the care of insane convicts, was handed over to the colony, a payment of £42 per annum per head being made for each convict lunatic. In the same year negotiations were commenced for the transfer of the prison itself. This building, erected to hold 600 men, contained only seventy-five at the time, and the Governor suggested that the Colonial Government should accept control in return for an annual payment of £45 for each Imperial convict and the transfer to the colony, free of charge, of all buildings and stores remaining under the charge of the Comptroller-General. At the same time Imperial officers were to be pensioned by the Home authorities and allowed, without loss of pension, to accept office under the local government. The Secretary of State (Sir William Harcourt) asked in reply that the Legislative Council should submit definite terms. A committee was appointed in 1884 to consider these, and in its report, dated July 13, 1885, advised that the terms suggested by the Governor be adhered to, with the addition that the Imperial Treasury should pay the cost of the water police between 1881 and 1885. The date suggested for the transfer was December 31, 1885. The Secretary of State, after some hesitation, approved of the terms generally, and the transfer was effected on March 31, 1886. There were at the time barely 200 convicts remaining, and less than half of these were under actual control, the rest being at liberty under ticket-of-leave or conditional pardon. Those in prison were of the type likely to remain a charge upon the colony, and, as a matter of fact, after gaining their liberty had to be maintained in the old men's depot. From 1886 they, with the colonial prisoners, were employed pumping water from wells within the prison enclosure in order to provide an efficient water supply for Fremantle. Thus, after thirty-six years' existence, an end was put to the colony's Esau-like method of improving its position.

The only incident of interest in connection with

the Establishment itself during these years was the escape of six Fenian prisoners in 1876. This was effected through the instrumentality of an American (John Collins), assisted by Captain Antony, of the American whaler "Catalpa." Arriving at Fremantle late in 1875 Collins secured employment in a carriage factory and quietly made himself thoroughly conversant with the methods of the Convict Establishment and the nature of the country to the south of Fremantle. Through the medium of a Fenian expirée (James Wilson) he was brought into communication with six Fenian convicts who, on account of their good behaviour, were not subjected to strict supervision. A favourable moment for escape arrived when the "Catalpa" put into Bunbury. By arrangement the six men left Fremantle in buggies on April 18, 1876, for Rockingham. When their depar-

territorial waters. The two ships met outside Rottnest. The Superintendent of Police demanded the convicts and threatened to fire. The captain of the "Catalpa" denied that any convicts were on board, and quietly pointed to the American flag. The police, chagrined, had to return empty handed to Fremantle, after intimating that the United States Government would be communicated with. Governor Robinson forwarded a full account to the Secretary of State, who after investigating the circumstances decided that the matter was not one for diplomatic negotiation, and the Fenians remained under the United States flag. The incident created great irritation in the colony, which felt itself flouted, but no doubt the British Government was not displeased to get rid so easily of men who, after all, were only political prisoners.



Photo by E. L. Mitchell.

MURRAY RIVER AT RAVENSWOOD.

ture became known they were hotly pursued by the police, who found on arrival at Rockingham that the convicts had been picked up by a whaleboat in waiting, which had then put out to sea. The "Catalpa" being the only whaler known to be on the coast, the police returned to Fremantle and put off in the police boat in search of her. After sighting her they fell in with the steamer "Georgette," also in search, and learned that the "Catalpa" had been spoken to, but denied having convicts on board. Deciding to watch they saw the whaler move northward, and on following observed a whaleboat making toward her. An exciting chase ensued, but the police were unsuccessful in preventing the "Catalpa" from picking up the boat and had to return to Fremantle. The "Georgette" was then sent out armed in the hope of meeting the whaler in

The natives in the north-west and in the far south-east still continued to give considerable trouble, though the more enlightened methods pursued in regard to them and the earnest endeavours to conciliate them were not without effect. Henry Clarkson was murdered while driving sheep overland to Nickol Bay in 1875, and some two years later John Eakin was speared by natives at Mr. Wittenoom's station on the Murchison, while in the same year Mr. John Moir, a station-holder at Esperance, was killed by two natives whom he had punished for some fault. In this, as in most cases of native murders, the desire to retaliate for some injury or some outrage to native women seems to have been the underlying cause. Unfortunately the sufferer was often some innocent selector or shepherd who had not even a knowledge of the crime.



In 1881 and 1882 serious allegations of depredations by natives in the Murchison district were made by the squatters, and Mr. Robert Fairbairn was sent by the Government to make inquiries. He found that the losses suffered were in many instances greatly exaggerated, and were usually due to either laxity of supervision or laxity of morals on the part of the white settlers. Thefts were only to be expected where sheep and cattle were placed in the care of native shepherds far away out in the bush, while reprisals were not to be wondered at when white settlers failed to let the native women and girls alone. Mr. Fairbairn's report, though unpalatable to many of the settlers who desired to be a law unto themselves, was warmly approved by the Governor, who was anxious to put a stop to the intercourse that was going on. "Their women," he wrote, "are surely as valuable to them as our flocks and herds are to us, and so long as we outrage those feelings which human nature has planted in a greater or less degree in even the most savage breast, what right have we to expect that they will respect the property of the aggressor! What right have we to be surprised when we hear that a native, 'sulky' with a shepherd for taking his woman away, has put the white man to death? Let us set them a good example, and then, perhaps, we may talk of the iniquity of their proceedings—proceedings which, after all, considering the utter savages we are dealing with, have not been so black as they are painted."

How to put a stop to the practices that were going

on was, however, a difficult question. Some attempt to solve it was made by increasing the police protection and by appointing an itinerant magistrate (Mr. Foss) with power to deal with cases of wrongdoing as they arose. This had some effect in reducing the trouble within limits, but it was impossible to put an end to it. Cases of native depredation and murder and of intercourse between white and black continued to occur, and are not unknown even now, though the march of civilization and a more enlightened public opinion has brought their number down to a minimum.

The population of the whole colony at the end of 1883 was only 31,700—an increase of less than 5,000 during the eight years under review—not more than that of an ordinary English town. More than half of these were resident in the towns and villages, which clamoured for recognition as duly organized municipalities. Perth, with a population of about 5,000, was raised to the dignity of a mayoralty in 1881, the first occupant of the chair being the present Chief Justice (Sir Stephen Henry Parker). His successor was the late Sir George Shenton. Fremantle became a corporation in 1883, and others followed shortly afterwards.

In ecclesiastical affairs, beyond the general development resulting from a progressive community, little of moment occurred beyond the resignation of Bishop Hale in 1875 and the appointment of Bishop Parry as his successor, under whose episcopate the foundation-stone of the present St. George's Cathedral was laid in 1880.

## CHAPTER XV.

1883-1890.

### GOVERNOR BROOME'S ADMINISTRATION—LAND REGULATIONS—TARIFF REVISION—FINANCES—RESOURCES, INDUSTRIES, AND TRADE—PUBLIC WORKS: RAILWAY AND TELEGRAPH EXTENSION—GOLD DISCOVERIES: KIMBERLEY AND YILGARN GOLDFIELDS — AGITATION FOR AUTONOMY CONTINUED — RESPONSIBLE GOVERNMENT.

After the departure of Sir William Robinson in February, 1883, the Chief Justice, Sir Henry Wrensfordsley, administered the government until June, when the new Governor (Sir Frederick Napier Broome) arrived. With a short recess from November, 1884, till June, 1885, during which he visited England for the purpose of floating a public works loan of £525,000, that officer held the reins until the end of 1889, when he returned to London, leaving Sir Malcolm Fraser in charge. Sir Malcolm continued to act as administrator until October, 1890, when Sir William Robinson was again appointed

Governor and entrusted with the task of inaugurating responsible government in the colony.

Governor Broome arrived at the time when settlement in the north and north-west was rapidly extending and agitation for more liberal land regulations was becoming more pronounced, aided and furthered by the known opinions of the Commissioner of Crown Lands, Mr. John Forrest. In order to delay any further alteration, the Governor in 1884 suggested that as a general election was pending it would be unwise for an expiring Council to take so important a question into consideration. When

the new House met in July, 1885, he deprecated any unnecessary interference with the regulations, but pointed out that as many of the older leases were coming to an end the time might be opportune for a reconsideration of the whole subject. He was no doubt assisted toward this decision by a complete scheme for a more liberal system which Mr. Forrest had put forward just previously. The object of this scheme was, as the Commissioner stated, to settle population

—“a bold peasantry—on the soil; to see the country utilized and occupied; to encourage the agricultural progress of the colony; and, while doing this, to give as much security as possible to the pastoral tenant, especially in centres not suited for agricultural development.” To do this he advised that the tenure of leases be extended, that improvements be compulsory, and that rents be reduced. Governor Broome was doubtful about the wisdom of some of these recommendations, but remitted them in full to the Council in order that the fullest possible consideration might be given to the

whole question. The Legislative Council appointed a Select Committee, consisting of the Surveyor-General (Mr. Forrest), Messrs. Brown, Harper, Burt, Crowther, Grant, Marmion, Lee Steere, Venn, and Wittenoom, to report upon the proposals. The report of this Committee, which was not on all points unanimous—Messrs. Lee Steere, Brown, Venn, and Wittenoom dissenting—was

presented on September 9, when final discussion was postponed till the following session. During the recess the Governor gave the Committee's draft close consideration, and when the time came for discussion upon it in 1886 was prepared with certain amendments. These were considered in conjunction with the draft, and certain of them adopted. Other alterations were made, and the whole draft regulations, thus amended, were then passed

and forwarded by the Governor for approval of the Secretary of State. This was given in due course, and on March 2, 1887, the new regulations—the most liberal and satisfactory yet framed—were proclaimed. Under them land could be acquired, subject to certain conditions of residence and improvement, upon very liberal terms, and pastoral leases could be secured without the harassing limitations that had previously existed. The colony was divided into six districts—the South-West, Gascoyne, North-West, Kimberley, Eucla, and Eastern. The South-West comprised the originally settled areas in the south-

western portion of the colony, and the Eastern district comprised the central portions. Eucla was formed into a division in the hope that the inducements offered would bring about settlement in the far south-east.

Town and suburban allotments in all divisions were to be sold by public auction, at such upset price as the Governor-in-Council deemed reasonable, and any pro-

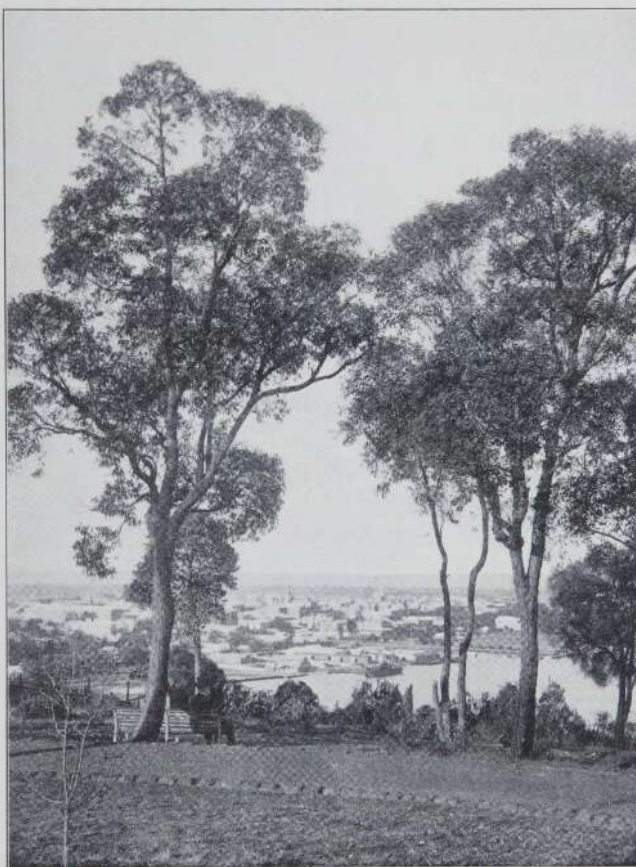


Photo by C. E. Farr.

PERTH FROM KING'S PARK.

pective purchaser could apply to have a surveyed allotment put up for auction on depositing 10 per cent. of the upset price. Land in the South-West district, which was recognized as the agricultural portion of the colony, could be obtained under four different modes of conditional purchase:—(1) By deferred payment, with residence, within agricultural areas; (2) by deferred payment, with residence, outside agricultural areas; (3) by deferred payment, without residence, irrespective of the location; and (4) by direct payment. The Governor-in-Council had power to declare agricultural areas of not less than 2,000 acres. No one could secure selections of less than 100 or more than 1,000 acres, the price being determined by the Governor, but not to be less than 10s. per acre, payable in twenty annual instalments of 6d. per acre. On the approval of any application a licence was in the first instance granted for five years, the licensee being compelled to reside upon the land within six months and to fence the whole selection within the five years. Provided the conditions were carried out a lease was then granted for fifteen years, and the Crown grant could be secured during its currency or on its termination, on proof that improvements to the value of the purchase money had been made and the full purchase money paid. In case the applicant did not intend to reside, the cost was 20s. per acre instead of 10s. and the yearly payments 1s. in place of 6d. per acre. The other conditions necessary to secure the full grant were the same. Under the fourth mode a maximum area of 1,000 acres within and 5,000 without an agricultural area might be secured at a price fixed by the Governor-in-Council. The land had to be fenced within three years, and improvements to the value of 5s. per acre effected within five years. Garden land in plots of from 5 to 20 acres could be secured at 20s. per acre on the condition that the plot was fenced and one-tenth of it planted with vines, fruit, or vegetables within three years. In the other districts the area that could be secured on conditional purchase was not less than 100 or more than 5,000 acres, the price and conditions being the same as in the declared agricultural areas.

Squatting leases were granted for twenty-one years at a rental that varied according to the district and the class of land. The rental for every 1,000 acres was:—South-West division, in blocks of not less than 3,000 acres, 20s.; Gascoyne and Eucla divisions, in blocks of not less than 20,000 acres, 10s. for each of the first seven years, 12s. 6d. for the second seven, and 15s. for the third; North-West division, in blocks of not less than 20,000 acres, 10s., 15s., and 20s. for each year of the three periods; Eastern division, in blocks of not less than 20,000 acres, 2s. 6d., 5s., and 7s. 6d.; Kimberley division, in blocks of not less than 50,000 acres with river frontage and 20,000 without, 10s., 15s., and 20s. The Kimberley squatter (if within five years he had placed ten sheep or one head of cattle for every 1,000 acres upon his run) and

the Eucla squatter (if he had fulfilled the same condition or had spent £8 per 1,000 acres upon water conservation) could obtain a reduction of rent to the extent of one-half for the first fourteen years; while in all divisions except the South-West double rent was imposed where the stocking conditions were not carried out within seven years. Mining leases (not auriferous) could be secured over lots of from 20 to 200 acres on payment of 5s. per acre yearly rent, the leases to run for seven years and to give way to a Crown grant when machinery to the value of £3 per acre had been erected. New timber regulations were also provided, and the Government was permitted, with the approval of the Legislative Council, to make concessions of land in return for the construction of railways, the establishment of industries, or the promotion of settlement. These land regulations, with trifling amendments, remained in force for many years.

As soon as the land regulations were settled in 1886, the question of tariff revision called for attention. Since 1882 no change had been made in the Customs duties except to impose a special charge of 20s. per lb. upon opium. The burden upon the finances, however, due principally to the borrowing policy necessitated by railway extension, began to be so heavy that means had to be sought to increase the revenue. As in the past, indirect taxation through the Customs was considered the most feasible method, especially as, in the opinion of several members of the Council, it had the effect of fostering local industries. A Tariff Commission appointed in 1887 recommended a general increase "to promote the establishment of new industries and encourage the development of industries and manufactories already established." A Customs Bill was introduced in December, 1887, and in the course of its passage through the House Mr. Alexander Forrest, the leader of the few who acknowledged themselves to be protectionists, succeeded in increasing the duties on live stock in order to protect the local grower. The new tariff, which was assented to in 1888, materially increased the duties all round, and was an undoubted admission that the future policy of the colony must be one of protection.

An Agricultural Commission was also appointed in 1887 to consider the whole question of agricultural development, and suggest, if possible, a means of ending the stagnant condition into which the industry had certainly fallen during the previous fifteen years, during which the acreage under crop had for all practical purposes remained stationary. The members of the Commission made a close study of the subject, and their report, published in 1891, forms a valuable record of the progress of agriculture in the colony. They expressed the opinion that though agriculture as a pursuit had not all the elements in its favour necessary to make it a thoroughly prosperous industry, Western Australia under a fair system of farming was not behind the other

colonies in the productivity of certain soils. "Close observers of cause and effect," says the report, "will be able to trace many conditions under which agricultural pursuits have suffered, but these conditions are incidental to the peculiar circumstances of the colony; its early settlement, its isolation from general commercial intercourse with the other colonies; to the absence of those attractions which have taken people past our shores to the sister colonies; and are not directly traceable to any inherent infertility of soil." Stagnation in enterprise was attributed to "the absence of cash sales and the establishment of a barter system" which provided only a precarious market, and not one likely to stimulate production. The commissioners also drew attention to the question of bonuses such as those in operation in Victoria, to State aid to farmers, and to all matters likely to be of assistance in the development of farming or the diffusion of agricultural knowledge.

The industry seems to have received some slight impetus in the two years following the publication of the report, but it was not until many years later that agriculture in the colony began to receive that serious attention to which its importance and the capabilities of the soil entitled it. But though increasing requirements made further taxation necessary, and though no assistance was received from the great primary industry, the returns of the revenue and expenditure of the colony from 1883 to 1890 as shown in the attached table prove that the public finances were in a distinctly healthy condition:—

	Revenue.	Expenditure.
1883 ...	£284,363	£240,565
1884 ...	290,319	291,306
1885 ...	323,213	308,848
1886 ...	388,564	394,675
1887 ...	377,903	456,897
1888 ...	357,003	385,129
1889 ...	442,725	386,001
1890 ...	414,314	401,737

The indebtedness under loan authorizations had, it is true, grown from nothing at the establishment of representative government to £1,367,444 at the end of 1890. This was a fairly heavy burden for a population of 46,290 persons to bear, but as the greater part of it was invested in reproductive works which, if not revenue producing, at least met the working expenses and interest, the weight of debt did not press too heavily. When, however, the ordinary income failed to meet the expenditure in 1889 Governor Broome thought it necessary to sound a note of warning concerning new expenditure. "Loans," said he, "cannot be looked upon as a remedy for depression or as a substitute for real progress and development." This was brought home to the Government in the following year, when another deficit was followed by a loan authorization to meet it. To this the Secretary of State refused his sanction, but agreed to the issue of Treasury

bills. The returns for 1889, however, showed a balance on the side of revenue which went a long way toward adjusting the accounts.

The comparative statement of imports and exports is not so reassuring:—

	Imports.	Exports.
1883 ...	£516,846	£444,764
1885 ...	650,390	446,691
1886 ...	758,011	630,393
1887 ...	832,213	604,656
1888 ...	786,250	680,345
1889 ...	818,217	761,392
1890 ...	874,447	671,813

In every instance the value of imports was greater than that of exports, showing that the colony had lost its position as an exporter. This was in part due to the fact that the discoveries of gold at Kimberley and Yilgarn had attracted considerable increase in population, consisting chiefly of miners or those interested in mining. These had at least to be fed and clothed, and this necessitated larger importations of foodstuffs. An examination of the schedules of imports shows that in every year the excess of value in imports is represented practically by the amount paid to outside sources for agricultural produce—commodities that the colony itself could easily have produced in abundance, and probably would have done but for the lethargic condition into which the farming industry had fallen, a condition from which not even the existence of so excellent a market at their very doors seems to have aroused the farmers.

In other avenues of industry steady progress is evident. Wool, pearls and pearl shell, sandalwood, timber, guano, and lead and copper ores continued to form the principal articles of export, wool accounting for nearly half the total value, and pearls and pearl shell averaging over £100,000 a year for the years 1886-1890. In 1887 another of those distressing storms to which the North-West is so subject swept over the pearling areas, carrying ruin and disaster with it, and flooding a large part of the Kimberley district. In the course of the tempest it is estimated that from 150 to 300 persons, mostly Malays, perished.

A comparative statement of the values of the principal articles exported each year from 1884 to 1890 is given in the following table:—

Year.	Wool.	Pearls and Pearl Shell.	Lead and Copper.	Sandalwood.	Timber.	Guano.	Gold.	Tin.
	£	£	£	£	£	£	£	£
1884	249,255	25,312	6,642	20,960	68,926	7,560	—	—
1885	248,400	58,496	5,047	36,216	67,850	3,432	—	—
1886	332,578	119,964	8,012	27,450	50,092	66,023	1,148	—
1887	333,786	125,425	5,175	34,533	28,384	20,527	18,517	—
1888	423,762	84,311	6,848	33,525	42,060	12,440	13,273	—
1889	395,904	118,855	4,404	57,465	63,080	8,488	58,872	300
1890	261,352	126,293	2,271	51,355	82,052	7,983	86,664	5,400

From this it will be seen that in 1886 gold and in

1889 tin—two commodities destined to play an important part in the history of Western Australian development—made their first appearance in the list of exports.

Turning from financial matters to questions affecting the internal polity of the colony, it may be mentioned that early in the eighties were heard the first whisperings of that desire which twenty years later was realized in the establishment of the Australian Commonwealth. In 1880, at the instance of Sir Graham Berry, a conference of representatives of New South Wales, Victoria, and South Australia was held in Melbourne to discuss the question of border duties. Other questions of wider importance being raised, it was decided to adjourn the conference till January, 1881, and invite representatives from all the colonies. Western Australia being a Crown colony, the only one remaining in Australia—the Cinderella of the group, as Sir William Robinson with curious foresight termed her—it was impossible to send from there a representative with power to speak upon any subject with finality, as all doings of the local Government were subject to Imperial approval. This difficulty was explained, and it was finally agreed that Chief Justice Wrensfordsley should attend as delegate from Western Australia for the purpose of watching the proceedings and expressing an opinion on behalf of the colony, on the understanding that such opinions would be subject to the approval of both the local and Imperial Governments. The principal matter affecting Western Australia that was dealt with was the erection, at the joint expense of all the colonies, of a lighthouse on Cape Leeuwin, but from a general standpoint the importance of the conference lay in the introduction by Sir Henry Parkes of the Federal Council of Australia Bill, really a proposal for a modified form of federation. Owing to general lack of interest in the subject the Bill lapsed at the time, but its proposer had sounded a new note in Australian politics—one destined to have far-reaching results. A further convention was held in Sydney in 1883, when the proposal to establish a Federal Council for Australia was approved. The necessary provisions to enable Western Australia to become a member of the Council were passed by the Legislative Council in 1884, and during 1885 the Federal Council Act (49 Vict., No. 24) was passed and came into operation at the close of the year. As all the colonies did not join in the scheme its usefulness was considerably restricted, but it helped to pave the way for the wider movement which followed, and which was foreshadowed by Governor Broome when proroguing the Council in 1885:—"It will be a matter for congratulation in the future that the Legislature of Western Australia has from the first heartily supported a scheme which, as I believe, will in the course of time result in uniting the whole of this portion of the Empire in a political organization similar to that which has given strength and greatness to the Dominion of Canada."

The first meeting of the Council was held at Hobart in January, 1886, Mr. J. G. Lee Steere, a member of both the Executive and Legislative Councils, being commissioned to represent Western Australia. Its deliberations were confined chiefly to simplifying legal processes between the colonies and facilitating legal proof of official documents. Defence was also considered, and on the motion of Mr. Lee Steere it was agreed that King George Sound and Torres Straits should be fortified for the general protection of the continent.

A second session of the Federal Council was held at Hobart in 1888, when the only question of importance discussed was one relating to the Queensland bêche-de-mer fisheries.

In addition to this movement a Colonial Conference was held in London in April, 1887, in order to give the representatives of the colonies an opportunity of discussing matters of general import with the Imperial Government. The delegates from Western Australia were the Honourable John Forrest and Mr. Septimus Burt.

Although Sir Frederick Broome displayed many qualities of statesmanship in dealing with large issues, more particularly those arising during the latter portion of his term, his internal administration was marred by repeated disagreements with prominent officials and others who occupied important positions in the community. A man of strong will, imperious disposition, and combative to the last degree, he resented any apparent encroachment upon his functions, and was inclined to reject, upon many points, the advice of those whose intimate local knowledge fully qualified them to venture an opinion. With the Surveyor-General, Mr. John Forrest, he was continually in conflict, and that the official generally got his way was probably due to the fact that he possessed the same qualities as the Governor in an even more marked degree. The Attorney-General (Mr. A. P. Hensman) next incurred the Governor's opposition, and deemed it wise, after justifying his own position, to retire from the Executive. The most serious disagreement took place between the Governor and the Chief Justice, Mr. (afterwards Sir) A. C. Onslow. Mr. Onslow was not then sole Judge, Mr. (now Sir) Edward A. Stone having been appointed Puisne Judge in 1883. The trouble began to assume a serious aspect in 1884, and was perhaps influenced to some extent by the relations between the Governor and Mr. Forrest. The Chief Justice had on one occasion declined to advise the Governor upon an *ad misericordiam* appeal for a remission of sentence. Sir Frederick Broome, doubting the stand taken by Mr. Onslow, referred the point to the Secretary of State for the Colonies (Sir Henry Holland), who decided that the Judge was right in the particular case, but that it was his duty to advise upon petitions other than *ad misericordiam*. Certain other petitions were now referred by the Governor, but Mr. Onslow again refused

to advise and appealed to the Secretary of State. Pending a reply to his communication he unwisely retained possession of the petitions and refused to allow the Governor to have access to them. The Governor then charged the Chief Justice with detaining important State documents in disobedience of direct orders, and called upon him to show cause why he should not be suspended. The Judge thereupon returned the petitions and forwarded the whole correspondence to the Press.

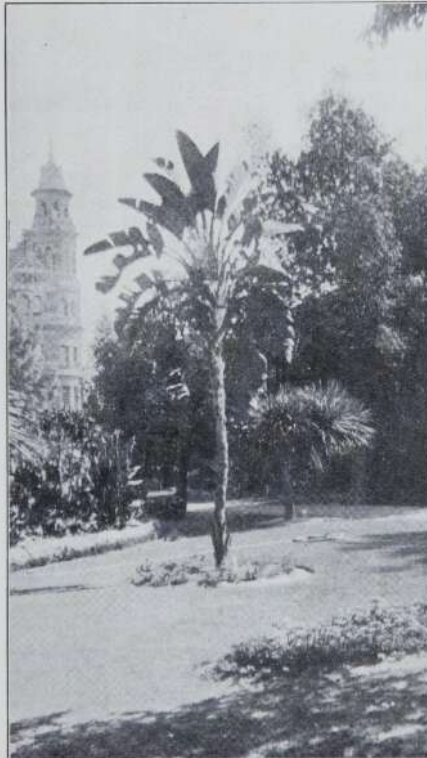
In September, 1887, the correspondence was published showing that Mr. Onslow had made serious accusations against the Governor to the Secretary of State. "I protest," he wrote, "against the manner in which the Governor persists in harassing me, as being calculated to lower and insult myself and my office and degrade the administration of justice in the colony." Sir Frederick Broome, naturally incensed, declared the statements were untrue, and called upon the Chief Justice to withdraw them in writing within a given time. In reply the Judge took up the attitude that the matter was in the hands of the Secretary of State, and that the Governor could not legally take any action. Governor Broome, however, was not the type of man to sit down tamely and wait. The Executive Council was appealed to, and the Chief Justice was informed that he must retract or he would be suspended. Continuing to be recalcitrant, Mr. Onslow was "interdicted" by the Governor from exercising the functions of his office, and Mr. G. W. Leake was appointed Acting Chief Justice. By this time the dispute had become a matter of national concern. The legal fraternity expressed their sympathy with the deposed official, and the public generally took sides for and against. A public meeting held in Perth indignantly demanded the removal of the interdict and the recall of the Governor, whom it considered to have been guilty of "a gross interference with the inde-

pendence of the Bench and an attack upon the liberties of the people." To conclude the proceedings, which must have been fairly interesting in themselves, a torchlight procession was formed and the Governor burnt in effigy. Similar meetings were held in the other centres of population. That the unofficial portion of the community should favour the Chief Justice is not surprising. From the date of the colony's foundation there had practically been two sections in the community, the Governor and officials forming the one and the ordinary population the other. Every Governor had fallen more or less under the ban of popular displeasure. In this case it was more pronounced because, probably, something in the nature of a reason existed.

Governor Broome, undeterred by ebullitions of popular feeling, called a meeting of the Executive Council for December 5, and summoned Mr. Onslow to show cause why he should not be suspended. That gentleman demanded that, as the proceedings would be of the nature of a criminal trial, the case should be heard in public, and that he should be allowed to employ counsel. These requests were refused, and he declined to appear. The Council met as summoned, and decided to suspend the Chief Justice on half-pay.

Public feeling became more acute after this second development. *The West Australian* supported the case of the Governor, while *The Inquirer*, true to its traditions as an opposition journal, sympathized with the

Chief Justice. Early in 1888 information was received that the Secretary of State had referred the whole matter to the Privy Council, the decision of which was received by cable in the following May. The three phases of the dispute were considered in turn. On the first the Privy Council was of opinion that there was not sufficient ground for a formal charge against the Chief Justice, though he had certainly acted indiscreetly in refusing to return the documents; on the second the decision stated



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that though, through irritation apparently arising from the first charge, the Chief Justice had used improper language in his letter to the Governor, there were no adequate grounds for a charge intended to lead to suspension; on the third the Council looked much more seriously, inasmuch as the letter last referred to, and the letter to the Secretary for the Colonies, couched in language of great animosity to the Governor, had been handed to the newspapers for publication, together with confidential information which the Chief Justice had not the right to give. Taking these facts into consideration, the Committee of the Privy Council had some hesitation in not confirming the suspension, but as no moral laxity in the exercise of his judicial functions was imputed to the Chief Justice, it decided to remove the suspension, at the same time remarking that the relations between the Governor and the Chief Justice must be prejudicial to the colony, and if continued would lead to deplorable results. The Privy Council decision having been confirmed by Order-in-Council and the suspension removed, Mr. Onslow took his seat on the Bench as Chief Justice on May 15 amid the congratulations of the Bar, voiced by Mr. Hensman. Unfortunately this was not the end of the trouble. Several libel actions pending against Messrs. Harper and Hackett, the proprietors of *The West Australian*, were tried before the Chief Justice. Mr. A. P. Hensman, who had been the advocate for Mr. Onslow all through the dispute with the Governor, obtained damages against the newspaper, and an application for a new trial was refused. Their being only two judges, in case of a disagreement between them in Full Court cases, the opinion of the Chief Justice carried the day. Another libel action (referred to later), brought by the Rev. J. B. Gribble, was also tried by the Chief Justice, who was accused of showing partiality toward the plaintiff.

From these and other instances the proprietors of the newspaper were convinced that Mr. Onslow's decisions were not impartial. They therefore drew up two documents, couched in almost similar language—the one a petition to the Legislative Council and the other a memorial to the Secretary for the Colonies. The concluding paragraph, practically the same in both, shows how acute the position must have been:—"For nearly five years have we suffered as we have set forth. Our business, our properties, our reputations are imperilled. The baser kind of journalist and public speaker assails us confidently and with impunity. We cannot obtain justice in the Supreme Court. Persecuted, plundered, and insulted, we are helpless and without relief before the chief tribunal of our Queen. To Your Honorable House [Your Lordship] we appeal to aid in ending a state of things which is a scandal to the Bench, a menace to the welfare of the colony, and a dishonour to the Crown."

The petition to the Legislative Council, which asked that the Governor be requested to appoint a third Judge,

was presented by Mr. Parker. After a long and not always courteous debate it was decided to refer it to the Chief Justice for his answer. When that was received, further consideration was deferred, pending the reply of Lord Knutsford to the memorial. Mr. Onslow about the same time forwarded his side of the case to the Secretary of State, accusing Messrs. Harper and Hackett of making "outrageous and malicious statements."

In January, 1889, the Executive Council held an exhaustive inquiry into the whole matter in the presence of the parties, but came to no decision, preferring to leave the question, which was really of a judicial character, to the Privy Council. The Secretary of State then requested the Legislative Council to consider it, and on April 10 lengthy resolutions were carried by that body to the effect that in certain cases the Chief Justice had used language not becoming the dignity of his office, and had shown decided sympathy with the plaintiff in the Gribble case, which ought to have been left to the second Judge; that there was no reason to impugn His Honor's integrity of purpose, but that his warm, impulsive temperament led to hasty and unconsidered condemnation; and that as the community had been divided into hostile camps over the matter, peace and harmony could not be hoped for so long as Mr. Onslow remained in the position of Chief Justice. These resolutions were forwarded to Lord Knutsford, and at the same time the Chief Justice applied for and obtained twelve months' leave of absence to visit England, Sir Henry Wrensfordsley being appointed Acting Chief Justice. Mr. Onslow remained in London till 1891, during which time the Privy Council considered the whole question and finally exonerated him from the charges laid against him. In that year he returned to take up his position again as Chief Justice of the colony, to the apparent satisfaction of everyone and without any sign of a recurrence of the old trouble. Meanwhile Sir Frederick Broome's term of office had come to an end, and a third Judge, Mr. A. P. Hensman, was appointed shortly after Mr. Onslow's return.

The Gribble case referred to above arose out of an article published in *The Inquirer* and a lecture delivered in Perth by the Rev. J. B. Gribble on the ill-treatment and cruelty meted out to the aborigines in the Gascoyne district. Mr. Gribble had travelled the district for some months as a missionary, and was deeply impressed with the unsatisfactory condition of affairs. His enthusiasm, and perhaps lack of judgment, led him to make serious accusations against the squatters without due consideration of all the circumstances. These utterances were strongly resented, and resolutions condemnatory of them were passed by the Legislative Council. That they had, however, some effect is shown by the passing during the year of an Act for the protection of the aborigines, providing for the punishment of those guilty of offences against the natives. The Act was not wholly successful,

and the Governor in the following year expressed a desire to amend it.

Notwithstanding the resolutions of the Council, Mr. Gribble continued on every possible occasion to reiterate his views. *The West Australian* then published an editorial reflecting upon his character, terming him a liar and a canting humbug. In return the missionary instituted proceedings for libel. Contrary to ordinary practice it was decided that the two Judges—the Chief Justice and Mr. Justice Stone—should sit together, without a jury, to hear the case. The trial lasted a month, and the verdict was not given till some weeks afterwards. The decision declared that the defendants had proved their plea of justification and were entitled to a verdict. The proprietors of the newspaper, however, considered that though the Chief Justice gave a verdict for them he delivered judgment in favour of the plaintiff, and his action in the matter was made one of the charges in the petition and memorial presented against him.

Matters such as the foregoing are, however, only of passing interest. The outstanding features of permanent value to the development of the colony and of paramount importance in its history were the progressive public works policy, particularly in the direction of railway extension; the gold discoveries at Kimberley and Yilgarn; and the successful consummation of the long-continued agitation in favour of responsible government.

The financial results of the railways in operation up to the end of 1885 had by no means equalled the expectations—on the Eastern line there was a profit of £65 and on the Geraldton to Northampton line a loss of £899—but the convenience afforded convinced both the Government and the public that further extension was both necessary and desirable. Proposals had been made to build branches on the land-grant system from the main line to the various agricultural and pastoral centres, but the Government, no doubt keeping in mind the Secretary of State's opinion, decided that any extensions or branches must be part of the Government policy. This decision did not, however, refer to suggestions then in the air to build a railway on the land-grant system from Albany to Beverley or York, thus connecting with the existing Eastern line. When these suggestions came to be considered as practical proposals it was found that the concessions asked for the York-Beverley portion were too great to be granted, and the Legislature therefore passed an Act authorizing the construction of this section from loan funds. The contract was let to Mr. Edward Keane, the price being £59,878; on April 21, 1885, and the line was opened in August, 1886. In order to give equal facilities to Northam and Newcastle, and so bring the whole of the then existing agricultural area within reach of the railway, it was decided in 1886 to throw out a branch from Spencer Brook to Northam and in 1887 from Clackline to Newcastle. The first of these was

opened to traffic in October, 1886, and the second in January, 1888. Authority was also given for the construction of a line from Geraldton to Greenough and of a tramway from Roebourne to Cossack. These were opened in 1887.

The desire to build railways to almost every township and village in the colony irrespective of the results likely to accrue seems to have actuated many of the colonists during these years. Suggestions, mostly on the land-grant or other principle advantageous to the proposers, were made to connect Busselton, Albany, Eucla, Geraldton, and even the far north by railway with Perth. Most of the suggestions were, wisely, not heeded by the Legislature, but a Parliamentary Committee advocated the construction of a line through Pinjarra to Busselton by a private company under a guarantee of interest. The Council itself listened favourably to the proposal, but the Secretary of State vetoed it.

The idea of a land-grant railway to connect Albany with the terminal of the Eastern railway was first mooted in 1880, and in reply to Governor Robinson the Secretary of State promised to give Imperial sanction to any scheme proposed by responsible and competent persons the terms of which were advantageous to the colony. In September, 1881, the Colonial Secretary requested the Legislative Council to vote £600 for the purpose of securing information about the country through which the line would pass, and of bringing the idea before English capitalists. The Surveyor-General (Mr. Fraser) suggested in a report "that in consideration of European capitalists constructing a railway of a similar class to the New Zealand lines (3 ft. 6 in.), and undertaking the settlement of not less than, say, 5,000 people in the colony, the Crown shall grant in fee 2,000,000 acres of land, to be selected by them between Beverley and King George Sound."

Offers to construct the line were quickly forthcoming. In January, 1882, Mr. Jules Joubert, on behalf of a syndicate in the eastern colonies, proposed to build and equip the line and hand it over to the Government by the end of 1885 on the following terms:—The contractors to introduce not less than 2,000 European immigrants who should accept land in part payment for their services; the Government to grant to the syndicate in fee 10,000,000 acres, one-half along the line of railway, one-fourth east of the line toward the South Australian border, and the other fourth westward toward Geographe Bay. The cost of construction was estimated at £1,000,000. The Governor, who favoured the acceptance of the offer, submitted it to the Council, which after long consideration decided that the offer was not in the best interests of the colony, and wisely declined it.

The next proposal came from Mr. Audley Coote, who, on behalf of a Tasmanian syndicate, offered to build the line provided the Government would guarantee 3½



per cent. interest on £1,000,000 for twenty-five years. The net profits above 7 per cent. on capital was to be divided between the Government and the syndicate, the former to have the option of purchase at any time on giving one year's notice. Much as the Western Australians desired the railway, they were not prepared to assent to terms so one-sided, and the Council without much ado rejected the proposal.

Three other offers on behalf of separate syndicates were put forward during the following year. The most important of these was that made by Mr. Anthony Hordern, which, after amendment, was ultimately accepted by the Government. Mr. Hordern offered to construct, equip, maintain, and work a line of railway from York to Albany upon the same gauge as the Government railways, the line to be completed within five years from the date of acceptance of the conditions. In return the syndicate asked for alternate blocks of land in sections of 12,000 acres along the line of route for every mile of railway construction, the grants to be made upon the completion of each 20 miles, with the option of selecting land south of Perth and east and south of York, when the land along the route was unsuitable. To enable this to be done the Government was to withdraw from sale for eight years all land within ten miles of either side of the line. The syndicate also asked for the privilege of declaring alternate townsites along the route and for the admission of all materials of construction free of duty and free of railway freight charges. The syndicate further proposed, after completion of the York-Albany section, to continue the line on the same terms along the western seaboard northward to Cambridge Gulf, and conjointly with the scheme to introduce 50,000 European immigrants, for doing which they would require 120 acres for each adult and 60 acres for each child over fifteen years of age.

Mr. Hordern's proposal was referred forthwith by Governor Robinson to a committee consisting of the Colonial Secretary, the Director of Public Works, Messrs. W. E. Marmion, G. Shenton, G. Randell, J. Morrison, J. H. Monger, W. T. Loton, and Sir T. Cockburn Campbell, with instructions to make full inquiry into the matter. This Committee reported in March. In the first place the members pointed out that most of the land between York and Beverley was already alienated, and that it was impossible to compensate with grants of land any syndicate for constructing a railway between those places. Such a line ought to be built by the Government, and Beverley made the starting-point for any proposed land-grant railway to Albany. In regard to Mr. Hordern's proposal the Committee considered that the route should be fixed by the Government, and no deviation that would lengthen any section of 20 miles by more than three permitted without the approval of the Government engineer; that the permanent way and

rolling-stock should be equal to that used on Government lines; that one train should start from either end daily, the tariff being subject to Government approval; and that materials for construction be admitted duty free, but freight at a reduced rate charged for carriage over Government lines. So far as the provisions for land grants were concerned, the Committee advised that all unalienated land within 30 miles of the railway on either side be withdrawn from sale until the full amount agreed upon had been assigned to the syndicate, which should have power to declare townsites along the route; that 12,000 acres for each mile constructed was fair compensation, but that it must be selected in blocks of not less than 60,000 acres within the limits set out by the Committee, and that 25 per cent. of the land should not be handed over until the satisfactory completion of the contract. With regard to the immigration proposals, the Committee felt that there was not sufficient data to warrant their immediate acceptance, but advised that the syndicate should be paid £10 per statute adult for 5,000 immigrants, to be introduced within five years from the commencement of the railway.

Following upon this report Mr. Hordern submitted an amended proposal, practically embodying the conditions laid down by the Committee, but suggesting in addition that upon the agreement being signed the syndicate should be allowed 240,000 acres, representing the first 20 miles of the line, so that land might be immediately available for immigrants and workmen. The idea of building a line to Cambridge Gulf was dropped, but the large immigration scheme was further urged at considerable length. At the same time negotiations were commenced with the South Australian and Western Australian Governments with the object of constructing on the land-grant principle a transcontinental line from Albany to Eucla, but as the South Australian authorities declared themselves averse to the proposal it necessarily lapsed.

In the meantime two other offers to construct the Beverley to Albany—known as the Great Southern—line were received by the Government. Colonel McMurdo offered to construct the line to Albany, and thence to the border of South Australia, in return for a grant of 10,000 acres per mile (to be selected in alternate blocks along the lines), and power to issue mortgage bonds to the value of £4,000 per mile upon which the Government should guarantee  $3\frac{1}{2}$  per cent. in interest for thirty years. In lieu of taxes, stamp duties, and other charges the Government was to receive 10 per cent. of the net earnings yearly. The syndicate also agreed to introduce forty selected immigrants for each mile of the lines.

A more ambitious scheme was put forward by Sir Julius Vogel and Mr. Audrey Coote. They offered to build a railway from Beverley to Eetakup, and thence easterly and northerly to Eucla, skirting the coast as sur-

veys to be made might suggest. The conditions were in the main those laid down by the Committee, the most important exceptions being that trains should be run twice a week unless additional services were required to connect with mail steamers, and that twelve years be allowed for the completion of the work. An amended proposal offered as an alternative a line from York through Hampton Plains to Eucla. The syndicate also proposed to undertake the improvement of Fremantle Harbour in return for payment partly in land and partly in debentures, or wholly in debentures.

The three proposals were referred by the Legislative Council to a Select Committee, consisting of Sir T. Cockburn-Campbell (chairman), the Commissioner of Railways, the Commissioner of Lands, and Messrs. Brown, Randell, Lee Steere, and Shenton. This Committee recommended that negotiations be entered into for the construction of two lines: (1) From Beverley to Albany and (2) from York through the Hampton Plains to Eucla. These routes were likely to be most beneficial in promoting the internal development of the colony, and the latter would be the most direct for communication with the Eastern colonies. Recognizing that the completion of a line through Eucla to Adelaide would possibly make Fremantle the terminal port of call for mail steamers, and that in such case the harbour facilities would be required there, the Committee inclined toward the proposal submitted by Sir Julius Vogel and Mr. Coote.

At this stage Governor Broome asked for and obtained permission for the Government to conclude negotiations, on the understanding that if radical alterations were made in the terms they would have to be ratified by the Legislative Council. The receipt of Mr. Hordern's amended proposals made it necessary to appoint a further Select Committee. This consisted of the same members as the previous one, except that Mr. Shenton was omitted and Messrs. Marmion and S. H. Parker included. The report of this Committee favoured

the schemes of Sir Julius Vogel and Mr. Hordern, but as the South Australian Government had shown itself opposed to a transcontinental line on the land-grant principle the York to Eucla section was allowed to drop. This left Mr. Hordern's Great Southern Railway proposal to be considered by the Legislature. After discussion terms, consisting in the main of those recommended by the Committee, were agreed to, and the contract was signed on October 25, 1884. The line being 243 miles long, the syndicate was entitled to 2,916,000 acres of land. They deposited £10,000 as a guarantee for the fulfilment of the contract, and agreed to introduce 5,000

immigrants at the rate of not under 700 or over 1,000 a year.

Mr. Hordern's schemes for the development of the colony were not confined to building railways. In 1884 he proposed, on behalf of a syndicate, to erect a college of agriculture, the suggested curriculum of which would really have made it a technical school. The syndicate asked for the right to select in any district of the colony 25,000,000 acres of land upon a ninety-nine years' lease at an annual rental of not more than 40s. per 1,000 acres for first-class and 20s. per 1,000 acres for second-class lands, with the option of purchase at any time during the lease at the upset price fixed by the land regulations of 1882. The college was to be built and an experimental farm established upon the first land selected, and the syndicate required the right to sell or lease other areas to students

or farmers who might desire to cultivate them under the guidance of the college authorities. As a guarantee, the syndicate proposed to make a first selection of 100,000 acres and expend a sum of at least £5,000 in erecting buildings and other improvements, failing which the whole would revert to the Crown at the end of five years. If successful the scheme would be enlarged by the erection of further colleges and the establishment of butter, cheese, and oil factories and wine-making plants. After fully considering the proposals the Legislative Council decided not to agree to them. The same course was taken



Photo by C. E. Farr.

HAY STREET, PERTH

in the case of suggestions by Mr. Hordern to build tramways between Perth, Fremantle, Bunbury, Busselton, and Kojonup.

In order to carry out his agreement to build the Great Southern Railway Mr. Hordern formed in London the Western Australian Land Company, with a capital of £300,000 and a debenture issue of £500,000, Mr. T. W. Powell being the first Chairman of Directors. Mr. Hordern then left London with the intention of organizing operations in the colony, but unfortunately fell a victim to the heat of the Red Sea and died before reaching Albany. His contract was transferred to the Western Australian Land Company by the Legislative Council in April, 1888, with the exception of the clauses relating to immigration. Several large bands of immigrants were introduced in 1886 and 1887, but in June of the latter year the Company declared itself unable to absorb any more and asked to be released from the obligation. Judging from the ideas put forward, Mr. Hordern's death, at a comparatively early age, was a distinct loss to Western Australia. A man of large outlook and immense business capacity he would almost certainly have done much to develop the colony's resources and raise it to a position of prominence in keeping with its undoubted possibilities. To the withdrawal of the guiding mind may be ascribed the want of success of the Land Company.

The contract to build the Great Southern line was secured by Messrs. Millar Brothers, of Melbourne, who commenced at both ends and proceeded so rapidly that the line was opened to traffic on June 1, 1889. While under the direction of the Company it was only a modified success, caused probably by the failure of the Company to dispose of the lands along the route. Only a small portion was sold or leased, and still less cleared and cultivated. Townsites were declared at Lakeside, Mount Barker, Cranbrook, Broomehill, Katanning, Wagin, Narrogin, and Pingelly. Apart from the interests of the Company the line proved a great convenience to established settlers along the railway, and was of considerable service to the colony. The Company's property, including the railway, was purchased by the Government in December, 1896, for £1,100,000, and formally taken over on January 8, 1897.

Other schemes for land-grant railways followed upon the agreement with Mr. Hordern. Between 1885 and 1889 several attempts were made by a syndicate holding land in the Esperance Bay and Hampton Plains districts to secure an agreement to connect the two by railway under conditions similar to those adopted for the Great Southern line, but the Legislative Council declined to give its assent. A provisional agreement was entered into in 1889, but was never carried out. Another proposal was made in 1888, by Dr. Boyd, to build a line from the eastern terminus of the Government line to Eucla.

The offer was referred to a Select Committee, which recommended that the gauge should be 5 ft. 3 in., that 20,000 acres should be allowed for each mile constructed, and that £50,000 be deposited as a guarantee that the work would be carried out. The conditions proving too stringent the proposal lapsed, and another—the last for several years—opportunity of connecting east and west by railway was lost. Other offers were made by syndicates to build lines from Derby and from Wyndham to the newly-opened Kimberley goldfields on either the land-grant principle or Government guarantee, but the authorities declined to approve of them.

The only other railway on the land-grant principle that was built was the outcome of a proposal made by Mr. John Waddington in 1884 to construct a line from York to Geraldton by way of Northam and Newcastle. The terms were based upon those in the agreement with Mr. Hordern. The proposal was referred to a Select Committee consisting of the Commissioner of Railways, the Commissioner of Lands, Sir T. C. Campbell, and Messrs. Marmion, Lee Steere, Loton, Brown, Randell, and Crowther, which advised that the line should start from Guildford and run *via* the Victoria Plains, Upper Irwin, and Dongara to Walkaway, the southern terminus of the Government line from Geraldton. On the recommendation of the Committee the Government was empowered to negotiate with Mr. Waddington on the same terms as with Mr. Hordern, except that the land taken for the railway in passing through townsites and freehold property should be only one chain in width, and that no land should be reserved from sale until the agreement had actually been concluded. The area of 12,000 acres for each mile of railway was to be selected in alternate blocks within 40 miles of either side of the line and so as not to interfere with freeholds already granted. The agreement was signed in February, 1886, and the contract for building the railway was let to Mr. Edward Keane. The cost of the work, complete with rolling-stock and other appurtenances, was estimated at about £1,000,000 sterling. Want of success on the part of Mr. Waddington in obtaining the necessary capital caused the suspension of operations in 1887, but they were resumed in 1888 with the assistance of certain English capitalists, and the whole line was opened to traffic in 1894. It still remains the property of the Midland Railway Company, which during recent years has fallen into line with the Government in the endeavour to extend the agricultural possibilities of Western Australia.

Concurrently with the building of railways there was considerable extension of the telegraph system, all of which was carried out by the Government with the assistance of money derived from loans. The only offer made to build a telegraph line on the land-grant system was one to connect Geraldton with Roebourne, which was declined. In 1882 the Council authorized the work out

of loan funds, and the contract was let to Messrs. J. & W. Bateman. The line was opened in 1885, the total cost being £56,531. By it Shark Bay, the Gascoyne, Ashburton, and Fortescue were all linked with Perth, and an extension was almost immediately made to Cossack. In 1889 the line was continued to Derby, a distance of about 500 miles, and eventually carried on to Wyndham and Hall Creek.

In 1883 Sir Julius Vogel proposed to lay a cable to the North-West coast to connect with the European system, but afterwards abandoned the idea. Messrs. Millar Brothers then suggested (in 1888) running one from the North-West coast to India or Ceylon, but before negotiations were concluded the Colonial Office arranged with the Eastern Extension Company to extend its system from Banjoewangi, in Java, to Broome. This was opened in February, 1889, and under agreement Western Australia agreed to transmit all cables to and from the eastern colonies over local lines at half rates, £1,000 a year in receipts being guaranteed. In 1887 the Perth Telephone Exchange was opened, and the same convenience given to Fremantle in 1888.

We have already seen that in connection with various land-grant railway schemes offers were made to construct harbour facilities at Fremantle. Other suggestions had been made from time to time during the history of the colony, but none of them had inspired confidence in their practicability. During the seventies plans were submitted to Sir John Coode, who proposed two possible schemes—one to provide 29 ft. of water in a safe anchorage at a cost of £638,000 and the other to provide 20 ft. at a cost of £242,000. To consider either in the then financial condition of the colony was out of the question. The matter was therefore allowed to rest until 1886, when Sir John Coode was invited to visit the colony and make suggestions after an exhaustive inspection. In his report he expressed the opinion that the difficulties attendant upon the formation and maintenance of suitable and safe approaches in Cockburn Sound were so great, and would be accompanied by so large an expenditure, that there would be no alternative but to consider the utilization of the shelter and deep water as entirely unattainable. With regard to a proposal to build moles and cut a canal through to Rocky Bay, he considered that the cost of sheltering moles erected in suitable positions would be so great as to make the idea inadmissible. There was a grave objection to a corresponding treatment of the existing entrance to the river, as the limited tide and consequent small backwash for scouring purposes would probably cause a sandbar to form at the improved entrance and thus materially affect its utility. The Rocky Bay project he did not think was feasible. To provide for the unimpeded movement of the sand it would be requisite that any sheltering work at Fremantle must be detached from the mainland, connection with the

shore being effected by means of an open viaduct, so arranged as to admit the unrestricted passage of the sand without causing its deposition. Altogether Sir John Coode's report was not favourable to the construction of a harbour at Fremantle, and the Government felt compelled to drop the matter for the time, and do what was possible toward the improvement of existing anchorages.

The belief that at some time gold in payable quantities would be discovered in Western Australia seems to have existed almost from the inception of the colony. The "colour" had repeatedly been found, now here, now there, but beyond intermittent attempts at prospecting no strenuous endeavour had been made to discover payable metal. Specks of alluvial from Dardanup, small scraps from somewhere east of Northam, "colour" from the Blackwood, and the suggestion of it from the Darling Ranges comprised the total result up to 1850. Zest was then added to the search by the discovery in Victoria of goldfields rich beyond description, and the flame of desire kindled anew. The old navigators' reports that the North-West seemed to be a land wherein the precious metal might lie hidden were remembered, but at that time it was "undiscovered country" so far as Western Australian colonists were concerned, and no one was hardly enough to brave its possible dangers. Being of opinion, however, that the territory within reach should be tested, the Government imported half a dozen prospectors from Ballarat and engaged a geologist of more or less competency to advise upon mineral areas. In 1854 Surveyor Robert Austin, passing through the Murchison, expressed the view that around Mount Magnet lay possibly one of the richest goldfields of the world. But the renewed activity was doomed to disappointment, and for a further thirty years the treasures remained beyond the ken of man. The only result was the careful preparation of papers for learned societies on the non-auriferous nature of Western Australian rocks. Little further was done for many years. After the opening up of the North-West the Government Resident (Mr. R. F. Sholl) and some of the settlers occasionally drew attention to what appeared to be promising mineral areas, and in 1882 a small nugget weighing 14 dwt. was found between Cossack and Roebourne by Mr. Alexander McCrae. After that Governor Broome, in a despatch to the Colonial Office, predicted that the discovery of payable gold was almost certain, and suggested that regulations should be framed "for immediate application in case of necessity."

The actual discovery of gold was due to the advice of the Government Geologist, Mr. E. T. Hardman, a scientist of proved ability and experience. Mr. Hardman accompanied Mr. H. F. Johnston in the Kimberley surveying expeditions of 1883 and 1884, and in each case issued comprehensive reports on the geology of the country. In the first report, dated April, 1884, he regretted that the hurried nature of the survey made a

systematic examination for gold impossible, but he considered it extremely likely that that part of the district occupied by the metamorphic rock would eventually prove to be, in some degree at least, auriferous. He recommended that a thorough search be made in the country between the Napier Range and Mount Broome, on the Lennard and Richenda Rivers, particularly about 10 or 12 miles up, where the slate country commenced. He stated that he had observed continuous exposures of metamorphic rocks and numerous quartz veins, varying in width and apparently bearing north-west.

The survey of 1884 passed through the Ord River country, and Mr. Hardman was especially careful to examine it, as repeated discoveries of fine alluvial gold had been made by settlers along the course of the river. His report was more hopeful than before, and, curiously enough, though he never secured sufficient gold to cover a threepenny piece, the places pointed out by him as probably gold-bearing were afterwards proved by practical miners. The gravel along the bed of the Ord, Elvire, and Panton Rivers yielded good prospects wherever tested, and the granite rocks stretching for many miles from the McClintock Ranges were intersected with quartz veins in which gold was here and there visible. He found that it was possible to secure indications over a distance of nearly 150 miles.

Mr. Hardman's report—the first from a competent authority—led to preparations for a prospecting party. By resolution of the Legislative Council the horses of the Kimberley surveying expedition were lent, and Messrs. John Slattery, Chas. Hall, J. McCoque, John Campbell, Alex. Nicholson, and H. A. Poulton—who came from the eastern colonies—left Yeeda Station at the end of August, 1885, for the locality named by Mr. Hardman. Following the Panton River to its junction with the Elvire, they prospected in the neighbourhood for some days, and succeeded in collecting about 10 oz. of gold. They then tried the Margaret, Ord, and Panton Rivers, finding indications everywhere, but were compelled to leave the spot through lack of provisions and make for Derby, some 400 miles away. Their claim to be regarded as the discoverers of the Kimberley goldfield was, however, disputed by Mr. Carr-Boyd, an explorer, who prior to their advent had sent a parcel of stone from the district to Melbourne to be treated. In any case the finding of the gold was a much more important matter to Western Australia than the question of who found it. The success of Slattery and party was quickly noised abroad, and other prospecting parties followed in their wake. The reports which from time to time were received from these roused general excitement throughout Australia, and in 1886 the Kimberley rush set in. Men came from the eastern colonies to try their luck, and most of them were, at any rate, rewarded by the sight of gold. By April, 1886, 400 oz. had been received at Derby, and soon after

Carlisle and party arrived with 56 oz., Keelan with 24, and others with smaller quantities. In May the Kimberley goldfield was proclaimed, and by June it was estimated that between 200 and 300 miners were scattered over the area embraced within its boundaries. Derby being somewhat distant from the field, a new port—Wyndham—was established at Cambridge Gulf in August, and the Government officials stationed there.

At the opening of the Legislative Council in June Governor Broome reported with satisfaction "the discovery of an extensive goldfield of rich promise" in the Kimberley district, and advised that an Act to control it be at once passed. This (50 Vict., No. 18) was assented to in August, and provided that miners' rights should be issued on payment of £1 per year, but that no right be issued to an Asiatic or African alien during the first five years after the proclamation of any goldfield. Consolidated miners' rights could be obtained by companies on the basis of the number of individual rights under which the claims were first taken possession of. Leases could be granted for twenty-one years at a rental of 20s. per acre, and could be surrendered with the consent of the Warden provided the conditions had been carried out up to the time of surrender. Business and residential licences could be secured at a rental of £4 per year for ten years, and these could be transferred on payment of 5s. No lease could be for more than twenty-five acres or be granted until two years after the field had been proclaimed. Any portion of Crown lands could be proclaimed a goldfield by the Governor, and pastoral leases existing over it suspended or cancelled. The administration of the Act was carried out by a Warden, who had the general powers of Justices in Petty Sessions. The Governor-in-Council could reward discoveries of a goldfield with a sum not exceeding £1,000. A few days later an export duty of 2s. 6d. per oz. was imposed.

Before the end of 1886 the excitement in Western Australia, and indeed throughout Australia generally, was intense. Nearly 2,000 men were at work throughout the district, and the Government was busily occupied in providing proper means of communication. Derby and Wyndham were both used as landing ports, and became for the time busy and prosperous centres. Late in the year Mr. C. D. Price was sent by the Government to the district, and reported that when he arrived at McPhee's Gully, four miles from the point where cart traffic from Derby stopped, he found numbers of men camped, some of them prepared to give the field a trial, but more about to return to Derby or Wyndham, disappointed and disheartened. Crossing over to Elvire Gorge, the terminus of the Wyndham road, he found men scattered all over the area, but congregated chiefly at Hall Creek, the Twelve-mile Camp, Elvire Gorge, and the neighbouring gullies. He was not pleased with the prospects of the field. There was no alluvium, no lead; the usual prac-

tice was to scrape the surface of the ravines and test the soil by dry-blowing or to seek for grains in the bars of the creeks. The average result was about a pennyweight a day; occasionally more was found in isolated pockets, but the majority of the men barely secured enough to keep body and soul together. They stayed merely in the hope that the rainy season would bring about an improvement. Finding that it did not, their only desire was to get away. Mr. Price reported that the loss of valuable property was very great—expensive outfits were sacrificed to enable the owners to leave, horses were sold for one-fourth of their value, and in many cases waggons and carts were abandoned. New arrivals were discouraged from the outset, and

returned so little (£30) by the end of June, 1887, that the Legislature decided to repeal it.

Mr. Price's opinion was somewhat modified in 1887, but he still felt sure that the field would not realize the expectations formed of it. By February there were only about 600 men remaining, and these were congregated chiefly at Twelve-mile Camp and Brockman's River. In the latter place water was difficult to procure; for domestic purposes it had to be carried about seven miles, and the fact that two or three hundred men were prepared to walk that distance for it every day led him to believe that they were, at any rate, securing payable results, but he was unable to get any reliable information. After the



VIEW IN KING'S PARK, PERTH.

many of them never ventured farther than the end of the cart track. So adverse were the reports that met them that they had only one desire—to get rid of their impedimenta at whatever price was offered and leave the country in disgust. Mr. Price intimated that the average cost of outfit was at least £100 per man, and that very few took that amount away in gold.

Notwithstanding Mr. Price's gloomy report, a certain amount of gold was secured. The Blue Book gives the export in 1886 as 302 oz., valued at £1,147, but this does not by any means represent the whole output. The miners objected to the export duty of 2s. 6d. per ounce, and whenever possible got out of the country without declaring their gold. In fact, the duty had

December rains rich patches were occasionally discovered, and of course led to those rushes to the spot on the part of less fortunate diggers in other places which are so common a feature of mining camps. The heaviest pieces of metal were found on the Panton River, the coarsest on the Brockman, and the finest near Mount Dockrell toward the south-west. The prospects of alluvial mining were not, however, in themselves sufficient to keep the men on the field. The real inducement was the existence of quartz outcrops giving fair indications of gold. These encouraged the prospectors to continue the search. The first reef to be opened up was the Jackson, at Hall Creek, on the Elvire, in September, 1886. Gold was then obtained from the Lady Broome,

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Lady Margaret, and Brockman reefs, and in places sufficient of the metal to pay expenses was secured by "dollying" the surface stone. But the ore did not improve with depth. The Jackson reef was traced for a considerable distance, and showed gold all along the way. Two reefs north of the Panton were tested; rich leaders were discovered at Mount Dockrell, Spear Gully, and at Two Mile Gully, east of McPhee Gully. From the last-named 130 oz. of gold were quickly secured. Mr. Carr Boyd took 11 cwt. from the Jackson reef to Melbourne for treatment, and reported that it yielded 43 oz. to the ton. By the middle of June, 1887, thirty-four quartz claims had been registered—twenty-four at Hall Creek, four at Brockman River, five at Mount Dockrell, and five at Panton River, the number of men employed being 147. It was found that the leasing clauses of the Goldfields Act were very unfavourable to quartz mining, as no lease could be procured until two years after the proclamation of the field. The Government Geologist, Mr. Hardman, strongly advised that the clause should be repealed. Mr. Price, to whom the suggestion was referred, just as strongly opposed it. The object of the clause, he pointed out, was to prevent large areas of untried ground, which might maintain numbers of individual miners, being taken up by speculators who had no intention of working them, but whose only object was to float bogus companies. As an instance he quoted the Northern Territory of South Australia: "There, with equally stringent regulations, hundreds of acres are locked up, and have been for years; not a man at work, and costly machinery utterly destroyed through neglect." All this, he considered, was due to the fact that leases were granted when the field was first discovered. Notwithstanding this adverse view, the Act was amended in 1888 so as to allow leases to be granted immediately.

As usually happens in new mining settlements where men are intent upon the one object, the finding of gold, the men at Kimberley suffered greatly from want of proper sanitary precautions and from scarcity of provisions. Disregard of sanitation in an area so well within the tropics brought in its train fever and ague, scurvy and dysentery, diseases that were increased in severity by the want of proper nursing and nourishment, and the mere fact that so many stayed there is evidence either that they were making more than a competency or were strongly inoculated with the virtue of perseverance. The prospects certainly improved during 1887. Good alluvial gold was discovered in various places and small nuggets occasionally brought to light. One party conveyed over 1,500 oz. to Derby in one trip. Companies were formed to work the quartz mines, and machinery for one of them—the Nicholas, on the Margaret reef—reached Hall Creek in November. The Lady Carrington Mine was purchased by a London syndicate, conditionally upon the first crushing yielding

2 oz. to the ton—not usually a difficult condition to fulfil. Other mines were also successfully floated, and a belief in the permanency of the field began to arise. The official returns show that 4,873 oz., valued at £18,517, were entered at the Customs for export during the year.

Developments were continued in 1888, and at the same time the search for alluvial gold was carried on. The returns were not so large as for 1887, the total export being 3,493 oz., valued at £13,273, not quite all of which came from Kimberley. Further extensions of plant in the way of batteries and so forth were made during 1889 and 1890, but it became evident that the cost of raising the ore and treating it was greater than the value of gold secured. The returns show that in 1889 the district yielded 2,494 oz., and 4,074 in 1890, but by the end of that year the "Golden Crown" was the only mine paying expenses, and most of the others were shut down. Though gold had been proved to exist both in reefs and as alluvial, the want of capital and the cost and difficulties of transit made it impossible to work the field on a large scale at a profit. Doubtless when these obstacles can be overcome attention will once more be directed to the district, with better prospects of success. After 1890 the population of the field dwindled to about 300. These eke out a living more or less comfortably in searching for alluvial, or in the hope of securing a Government bonus are testing the old reefs from which rich stone was formerly obtained. But though the Kimberley field, from which so much was expected, must be regarded as a comparative failure, it served an excellent purpose in directing attention to the fact that gold *did* exist in Western Australia, and that there was every reason to expect that the country would well repay examination by those whose experience and ability fitted them for the task. This impression was strengthened by an incident that happened in 1887. In that year Mr. Chas. Glass, of Mugakine, while digging a tank on his property situated about 100 miles east of Newcastle, found a large speck of metal which on examination proved to be gold. This, combined with the fact that from time to time indications of gold had been reported from the country east of Northam, led to proposals to equip a prospecting party to thoroughly test the question. At the instance of Mr. (afterwards Sir) George Shenton, the Legislative Council voted £300 toward such a project, and with this assistance the Settlers' Association of the Eastern districts fitted out a party under the leadership of Mr. B. N. Colreavy. Colreavy worked over all the country between Newcastle and the Yilgarn Hills, a distance of some 200 miles, but his labours were practically fruitless, though he was so much impressed with the appearance of the country that he immediately set out on a trip on his own account. While Colreavy was out on his second trip quite a sensa-

tion was caused by the return of Mr. Harry Anstey from Yilgarn with some rich specimens of quartz. Mr. Anstey, on behalf of a syndicate, had gone out in the same direction as Colreavy, and had discovered an outcrop at Lake Deborah, from which a member of the party named Paine had broken off the first specimen. Anstey returned to Perth with the stone, while the rest of the party remained, and in course of prospecting found four other reefs, one of which was traced for 1,200 yards. Another party under Mr. Seabrook also discovered quartz reefs in the same neighbourhood, and some excellent specimens were obtained by Mr. von Bibra. Unfortunately it was found that Anstey's reef, though good at surface, soon pinched out and showed no indication of gold upon sinking a shaft. This happened just about the time that Colreavy, who was prospecting at Golden Valley some 30 miles to the south, discovered a reef that carried gold throughout, and Mr. W. J. Parker, some 40 miles farther south, again discovered good indications at a place which he called Parker Range. This caused a mild rush, with the result that various new reefs were struck to the south and east by Riseley and others—representing the Phoenix Company—who named their principal find—some 30 miles east of Golden Valley—Southern Cross, by reason of the fact that they had used the constellation as a guide when travelling by night.

In February, 1888, Mr. H. P. Woodward, F.G.S., who had been appointed Government Geologist in succession to Mr. E. T. Hardman (who died in 1886), visited the fields and reported very favourably upon their prospects, deciding that Colreavy's claim was well worth developing. The Government at a later date awarded Mr. Anstey £500, and Messrs. Colreavy and Huggins £250 each, as rewards for the discovery of the Yilgarn goldfield.

The chief difficulty that faced the prospectors was want of water. To surmount this the Government spent £1,000 on water conservation during 1888, and on Octo-

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ber 1 of that year proclaimed the district as a goldfield. Mr. A. F. Thompson was appointed Warden (being shortly afterwards succeeded by Mr. J. M. Finnerty) and Mr. E. A. F. Compton Mining Registrar. Very little development took place until the following year, and then not so much around Golden Valley as in the neighbourhood of the newly-discovered Southern Cross. Here true lodes, holding rich quartz, were found, and companies to work them were formed in Perth and Fremantle and in Adelaide. The Central, Central Extended, Fraser's, and Fraser's South Mining Companies were floated and machinery ordered. Condensers for supplying fresh water were erected, stores set up, and the beginnings of a mining township soon in evidence. The Government Geologist, convinced that the district would prove productive, advocated the building of a railway. The activity abated toward the middle of the year, as from want of machinery no returns had been secured by the companies. Mills were started at the Central and Fraser's toward the close of 1889, and after some difficulty the pure gold was separated from the black muddy amalgam caused by the action of the salt water on the refuse from the machinery. The results gave confidence in the prospects of the district, and combined with continual new discoveries of quartz brought about an air of permanence, though the unpleasant nature of the climate and the uncomfortable conditions under

which work had to be done led the Government to grant exemption to the mines during the heat of summer. As an instance of the primitive conditions prevailing it may be mentioned that the court-house was a bush structure and that the Warden dispensed justice while sitting on a gin-case, a candle-box being provided for his clerk. During the year seventy-one leases, representing 684 acres, were applied for; two claims and eighteen protection areas were occupied; and nineteen business licences and 394 miners' rights issued. The output of the field for 1889 was 1,858 oz. A breakdown of



WELLINGTON STREET, PERTH (SOUTH SIDE).



the machinery at Fraser's Mine during the early part of 1890 had a tendency to lessen public confidence in the prospects generally, but the declaration of a dividend—the first on the field—of 6d. a share in the following November did much to restore it. The Commissioner of Crown Lands visited the district in June, and was met with quite a number of requests, most of which, being impressed with the possibilities of the locality, he recommended, but they were not carried out at the time owing to constitutional changes being imminent. The amount of gold exported from Yilgarn in 1890 was 2,277 oz., valued at £8,652.

Yilgarn did not, however, show such encouraging results as another gold-producing area discovered about the same time. In 1888 a lad named Withnall, at Mallina, some 70 miles east of Roebourne, found a speck of gold in a stone he was about to throw at a bird. The Kimberley excitement having made everyone alert, the district was prospected, and two promising reefs—the Mallina and the Pedawah—were discovered, and shortly afterwards several others were found. In July a rich alluvial find was made at Pilbara Creek and a large quantity of gold secured in a very short time. Several nuggets of from 30 to 40 oz. each were unearthed, and in November Mr. A. Villars secured one weighing 127 oz. The Pilbara goldfield was proclaimed on the same day as the Yilgarn—October 1, 1888—and Mr. C. W. Nyulasy appointed Warden until June, 1889, when Mr. W. L. Owen took up the position. The discovery of rich alluvial at points scattered throughout the district caused quite a rush during 1889, the excitement extending beyond the confines of the colony. Syndicates were formed in Melbourne and other centres to work the mines at Pilbara and Mallina, and prospectors were soon scattered over the whole field. The chief centre of the goldfield was called Marble Bar, from the fact that at the place where it was erected a bar of mottled quartz, believed at first to be marble, crossed the Shaw River. Most of the miners were to be found where alluvial gold was richest. Early in the year a party of prospectors discovered good alluvial diggings on the Oakover, from which some hundreds of ounces of gold were gathered in a very short time. At Nullagine many alluvial claims were returning handsome yields. In August a new field was discovered 11 miles east of Roebourne by a Chinaman, and named the Nickol field. It was only of small area, and being near the sea was covered with water at high tide. No great results were obtained from it.

In the same year gold was found near Lake Austin on the Murchison, and also on the Ashburton, but no returns were secured sufficient to justify any excitement. Gold was also taken from the district south of Cuddingwarra, and specimens were obtained from the Wongan Hills, some 60 miles north-east of Newcastle, but during 1889 and 1890 the principal yields came from Pilbara.

In 1889, out of a total export of 15,492 oz., 11,170 came from that field, and in 1890, out of 22,806 oz., it accounted for 16,055.

Another commercial metal—tin—was also discovered in 1888, owing probably to researches made by Mr. E. T. Hardman some years earlier. On one occasion, when engaged officially in the Blackwood district, he was accompanied by Mr. Stinton, to whom he suggested the probable occurrence of tin-bearing deposits. Having this in mind, Mr. Stinton in 1888, while out kangaroo hunting at Greenbushes, found a small quantity of stream tin in a gully near the Blackwood River, just off the main road, and about nine miles from Bridgetown. Several leases were taken up, but as the mining regulations did not at the time contain any labour clauses, very little work was done. In 1891 Mr. Stinton's discovery was rewarded by a grant of £250 from the Government.

We now turn to the last phase of the long-drawn-out struggle for responsible government. It will be remembered that in 1882 Mr. Parker asked that the Governor should obtain from the Secretary of State definite information as to the terms and conditions upon which autonomy would be granted. Feeling convinced that the finances of the colony warranted the step, he did not wait for a reply, but in 1883 moved in the Council "that the time has arrived when it is desirable that the colony of Western Australia should adopt a system of responsible government." The motion gained considerable support, mainly because there was an impression that the Government was holding back funds that ought to be spent in various works of development. It was, however, defeated by an amendment proposed by Mr. Lee Steere to the effect that having asked for the opinion of the Secretary of State no definite steps ought to be taken until a reply had been received.

The then Secretary for the Colonies (Lord Derby) appears to have been disinclined to commit the Imperial authorities to any decisive course of action. So far from encouraging the idea of autonomy, he seems to have thought it his duty to stand in the way. In his despatch, dated July 23, 1883, he followed the line of Lord Kimberley and pointed out the difficulty of administering the northern and southern parts of the colony together, inferring that this could be more satisfactorily done if Western Australia remained a Crown colony. After pointing out that the separation of Queensland from New South Wales became unavoidable long before its districts in the latitude of Kimberley had been occupied, and that most probably the same would occur between the northern and southern portions of Western Australia almost immediately after responsible government had been granted, Lord Derby proceeded: "I am therefore not disposed to anticipate that the request for responsible government will be pressed at this time, or that, if urged by the residents in the southern part of

the colony, it would be equally acceptable to those who are now developing the tropical districts in the belief that their interests are protected by the Crown. And while I am of opinion that under responsible government the control of the Crown lands generally would have to be vested in the Colonial Parliament, it appears to me, as at present advised, that it would be necessary to make an exception in respect of those northern Crown lands which would be likely to form a separate colony at an early date. With a view to meet a contingency (which, however, I hope may not arise for a considerable time, as there appears to be no reason why the colony should not continue to prosper for a further period under its present form of government), I think it desirable that a separate account should be kept of the revenue raised and expended in each district of the colony; and it will also have to be considered whether, in any future loan Bill, it must not be declared that the lands and revenues of the Kimberley and some other portions of the northern districts will not form part of the security for the loan." The despatch concluded by requesting that a full statement of the condition of the colony, with exhaustive tables and financial returns, should be forwarded by the Governor to the Colonial Office, in order that if the demand was persisted in the Imperial authorities might be in possession of all possible information.

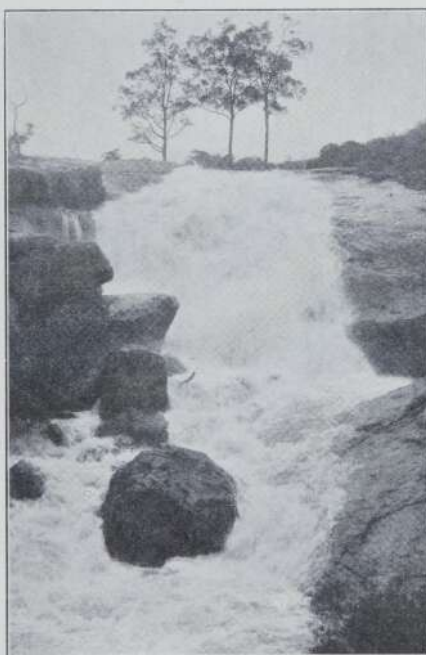
As the Colonial Office, almost from the inception of the colony, had been looked upon by the settlers as the chief obstacle in the way of progress, this despatch, which was not only aimed at discouraging the desires of the colonists but seemed to contain a veiled threat as to what would happen if the agitation were continued, had the almost immediate effect of stimulating public interest in the question. Many of those who had been more or less apathetic awoke to an active interest in the situation. Governor Broome compiled the report asked for, and forwarded it on April 9, 1884, giving not only tables and other necessary data, but a clear expression of his own opinion. "Though I see no valid reason," he

wrote, "for withholding free institutions from the colony after its inhabitants shall have expressed a general and decided wish to take upon themselves the burden and the responsibility of that form of government, I am strongly of the opinion that until such a wish shall have been expressed, which certainly it has not been as yet, it would be a mistake to make this great and irretrievable change. Furthermore, while I concede that the colony has reached a stage at which a claim to its birthright, if deliberately insisted upon, should not be refused, I nevertheless think that Western Australia would do well to delay its majority for a time, until its wealth and

population shall have still further increased, and until (what is hardly the case as yet) the community contains within itself a good ballast weight of public opinion, and a sufficient complement of qualified public men to govern on the party system. By qualified public men I mean not only men of ability and capacity for public affairs (for these already exist in full proportion), but men in whom good social standing is joined to means and leisure sufficient to allow them to devote themselves to political business. It is in this respect a deficiency would, I think, be felt. But the deficiency is not so serious as to be absolutely prohibitive. With respect to the class of politicians to whom the affairs of the colony would be confided under responsible government, the constituencies at present place

in the Legislative Council gentlemen who are among the most leading, most intelligent, and most public spirited men of the colony, and who would be a credit to any community. There is no reason to suppose that the electors would cease to do this under responsible government."

The Governor then proceeded to advise "that Her Majesty's Government should intimate that responsible government would not be refused if a very decided and general wish for it should find utterance at the elections which must take place not later than next year"—a wish that had not so far been expressed—but concluded



SERPENTINE FALLS.

by pointing out that he did not consider a change necessary or desirable so long as representative government gave reasonable satisfaction.

Governor Broome's estimate of the existing state of affairs was both accurate and impartial; there was not at the time any decisive public desire for autonomy, but his report and the reply of Lord Derby to it went a long way toward creating one. In a despatch dated July 14, 1884, which was vague, indefinite, and unsatisfactory, the Secretary of State wrote:—"I am not prepared at present to authorize you to announce that responsible government could be granted, if at the general election of next year there should be a strong expression of opinion in favour of the change; because, as I pointed out in my despatch of last year, there are important political and financial questions which would have to be satisfactorily settled before any such steps could be taken, and I confess that I anticipate considerable difficulty in dealing with some of those questions. If, however, the electors should declare themselves very generally and decisively in favour of a change in the Constitution, having had before them the considerations explained in my despatch of July 23, 1883 [regarding the possible separation of the northern portion of the colony], Her Majesty's Government would not refuse to examine the details of the arrangement which it would be necessary to make if responsible government should be introduced; but, without full and careful inquiry, they would not be prepared to give any definite assurance that the introduction of responsible government is now practicable."

But few references were made to the subject during the 1884 session of the Legislative Council, which was held before the receipt of the foregoing despatch. The opinions that were voiced were mainly from opponents, and were designed really to raise the bogey of possible separation of the northern districts if the agitation for autonomy were continued. At no time does there seem to have been any desire for separation evinced by the settlers in those districts, but the fact that the Secretary of State's despatches hinted at the possibility was sufficient for the opponents of responsible government to use it as an argument. To strengthen their case they quoted the dissatisfaction that existed over the land regulations, the small amount of public money spent in the Kimberley and Gascoyne districts, and the useless way in which the money that was voted was expended. The discussion was, however, purely academic; the settlers in the north took no interest in it, and it must be admitted that at that time, at any rate, it had no practical bearing on the question of autonomy. All that the northern settlers wanted was better representation in the existing Legislature, and this they secured in 1886, when the Kimberley electorate was formed, of which Mr. Alexander Forrest was the first elected representative,

Mr. D. K. Congdon being at the same time nominated to a seat in the Council.

The elections referred to in Governor Broome's despatch were held in October and November, 1884. The desire for responsible government was made as far as possible a test question, but the results were not markedly in favour of any change. The official members of the new Council consisted of M. Fraser (Colonial Secretary), A. P. Hensman (Attorney-General), C. T. Mason (Director of Public Works), and John Forrest (Surveyor-General); the nominees were J. G. Lee Steere, G. Randell, W. T. Loton, and T. Burges; and the elected representatives consisted of Sir T. C. Campbell, W. E. Marmion, W. S. Pearse, M. Brown, E. H. Wittenoom, C. Crowther, S. Burt, McKenzie Grant, A. C. McCrae, Sir Luke Leake, S. H. Parker, H. Brockman, G. Shenton, G. Layman, H. W. Venn, and C. Harper.

In the absence of any definite mandate from the people no pronounced movement was made by the Council in 1885. Certain information as to the terms under which Queensland and Victoria were separated from New South Wales was obtained, and questions bearing upon the possible separation of the northern districts were asked, but beyond that the agitation was allowed to slumber. Before the Council met in 1886 certain changes had taken place in its personnel which had probably some effect in making the demand for autonomy more insistent. Sir Luke Leake, who had been Speaker ever since the introduction of representative government, died in London, and Mr. J. G. Lee Steere was elected to the position. Dr. E. Scott was elected to represent Perth in the place of the deceased knight, and about the same time Mr. Maitland Brown and Mr. Septimus Burt gave place to Mr. R. F. Sholl and Captain T. Fawcett. The Attorney-General (Mr. A. P. Hensman) resigned his office early in the year owing to a serious disagreement with the Governor, who formally interdicted him from exercising the functions of his position. As usually happened when Sir Frederick Broome exercised the power of interdict the Colonial Office cancelled it, but Mr. Hensman did not again take up the Attorney-Generalship. For a time it was held by Mr. S. Burt, and then by Mr. G. W. Leake until a new Attorney-General (Mr. C. N. Warton) arrived from England.

No reference was made to the question of autonomy by the Governor in his opening address to the Council in 1886, but later in the session a motion proclaiming that the time had arrived when Western Australia should adopt responsible government was moved by Mr. H. W. Venn, whose views seem to have been received with distinct favour by the audience, if not by the Council. The motion was seconded by Dr. Scott and strongly supported by Captain Fawcett, both of whom were convinced that by responsible government alone could the prosperity of the colony be assured. Mr. Crowther op-

posed the motion on the ground that seven-tenths of the people were averse to any change, and Mr. Charles Harper and Mr. George Shenton moved and seconded an amendment to postpone consideration till the following session, mainly on the old cry that the time was inopportune. Mr. Parker, the acknowledged leader of the movement, objected to postponement, but in the end it was carried by eleven votes to eight, the official members at the request of the Governor abstaining from voting. The vote was probably affected by the fact that it was not moved by Mr. Parker, and was not regarded as the official utterance of the party favourable to the change. The reason for this was that important alterations of the land regulations were under consideration at the time, and it was felt that they ought to be disposed of first as being of more pressing necessity than prospective alterations of the Constitution.

The discussion had, however, one important result. It led the people to consider the question in all its bearings and to take an active interest in it. Both newspapers—*The West Australian* and *The Inquirer*—were on the side of change, and the former, which had come under the direction of Mr. (now Sir) John Winthrop Hackett, began to assume that leading position in the affairs of the colony which it has ever since held.

The Governor communicated the substance of the Council debate to the Secretary of State, and ventured the opinion that from the indications available the advocates for responsible government appeared to be gaining ground. The presumption of mere colonists in daring to suggest that they knew enough about their own colony to govern its affairs seems to have angered the Colonial Office, and the Secretary of State replied sharply, reiterating the statement of his predecessor, "that if responsible government were introduced it would not be practicable for Her Majesty's Government to surrender to a Parliament, representing a small population principally resident in the southern districts, the control of all the vast territory now included in Western Australia." How it could be better done by practically one man removed by thousands of miles from the spot, and absolutely ignorant of local conditions and requirements, he did not attempt to explain.

Governor Broome referred to this despatch at the opening of the session of 1887, and gave it as his opinion that though he was not opposed to responsible government, separation would be too great a price to pay for it, particularly if by waiting a year or two the threatened division of the colony could be avoided. At the same time he was prepared, should the Council adopt an address in favour of it, to transmit such address to the Secretary of State and request the views of the Imperial authorities on the matter. Upon the receipt of those views he would make them public and at once dis-

solve the Legislature so that the constituencies might pronounce their judgment.

In agreeing to transmit an address, if presented to him, Sir Frederick Broome had probably a fairly good idea of what was likely to occur. On June 24 Mr. Parker presented to the Council a petition from residents, principally of the southern districts, asking for responsible government, and on July 6 he followed the petition up by moving—"That in the opinion of this Council the time has arrived when the Executive should be made responsible to the Legislature of the colony; and that it is further the opinion of this Council that Western Australia should remain one and undivided under the new Constitution." A long and interesting debate ensued, in which every possible argument for and against seems to have been adduced; in the result the first resolution was carried by thirteen votes to four, and the second on the voices. The official members again refrained from voting, and Messrs. Shenton, Marmion, and Harper took the same course, as they were not convinced that the time was ripe. These resolutions were then embodied in an address and forwarded to the Governor, by whom they were dispatched to the Secretary of State on July 12, with a covering letter strongly supporting them, but advising that adequate provision be made for the protection of the aborigines in the north, and that power be reserved, independently of the local Legislature, to erect any portion of the territory into a separate colony should future events render that course necessary. The separation question he discussed at some length, believing it to be (as, indeed, it subsequently became) a very important factor in the discussion. As to the details of the new Constitution, he suggested a Legislative Council of not less than fifteen members, and a Legislative Assembly of thirty, the first Council to be nominated for a short term but to be elective afterwards. Questions of franchise ought, he considered, to be left to the local authorities. Finally he asked for the earliest possible intimation of the views of the Imperial authorities. Some fortnight later the Governor (on July 28) forwarded a second despatch, urging that as a second session of the Council would be called in December to deal with the Estimates and the question of further loans, it was absolutely necessary that the members should know the intentions of the Imperial Government on the question of possible separation of the northern portion of the colony. At the same time he stated that he was engaged with the Attorney-General in preparing a draft Bill for a new Constitution, which would not, however, be submitted to the Council without the Secretary of State's consent. In August a cable was received from Sir Henry Holland to the effect that he was prepared to accept both resolutions of the Council, with the reservation of special provisions for the protection of natives and the government of the north. This was fol-

lowed in September by a further cable stating that legislation for the next session was premature, and that nothing should be done until the views of the Home Government were known.

Up to the time the Council met in December these views had not been received, but a request for a further loan had been refused on the ground that constitutional changes were impending. In a frame of mind almost approaching disgust the Council regretted that the views of the Imperial authorities had not been received, and requested that before it passed the Estimates for 1888 it should be informed of the date upon which such views might be definitely expected.

The despatch replying to the Council resolutions of July, 1887, was received in January, 1888, and was not at all satisfactory to the colonists. Beyond merely agreeing to the principle of responsible government it did not advance the question a step, all the suggestions made with regard to detail being vague and inconclusive. Sir Henry Holland admitted that 40,000 persons raising a revenue of £40,000 should, if confined within reasonable geographical limits, be deemed capable of governing themselves, but demurred about handing over to that number of persons, mostly congregated in one corner of it, a vast territory capable of sustaining millions of people. Representations had, he said, been made that the northern districts should not be placed under the control of a parliament elected by so small a population, most of which was resident in the south. If some means could be devised by which the unalienated lands of the outlying portions could be preserved for the benefit of future inhabitants it might be possible to establish responsible government in Western Australia. He then proposed that the colony should be divided into two portions by latitude 26°, and that the Crown lands of the northern part should remain under the control of the Imperial Government, and the returns from sales be invested to form a fund for the benefit of any colonies that might in the future be created out of the districts concerned.

A further despatch was received in February, 1888, suggesting that for the time being, at any rate, the Legislature should consist of a single Chamber, with power to create a second Chamber when the population reached, say, 80,000. If two Chambers were considered necessary at the beginning, then the first Upper Chamber ought to consist of members nominated for a term, at the end of which the elective principle would operate. The Upper Chamber should not have power to deal with Money Bills. Protection should be assured to the natives by the establishment of an Aborigines Protection Board on the lines laid down by the Governor.

Responsible government now became the burning question in Western Australian political life. On March 21 Mr. Hensman moved in the Council a series of resolu-

tions setting out the principles which he thought should be embodied in the new Constitution. Briefly they were: That the Executive Council should consist of the Governor and five Ministers of the Crown; that the Parliament should consist of a single Chamber of thirty members, to be called the Legislative Assembly, which should have power to create a second Chamber at a future time if two-thirds of the members were in favour of so doing; that the colony be divided into twenty-eight electoral districts, each of which should return one member except Perth and Fremantle, which should each be entitled to two; that the Assembly should be elected for three years; and that the members should be paid actual expenses when sitting, but not more than £50 in any one year.

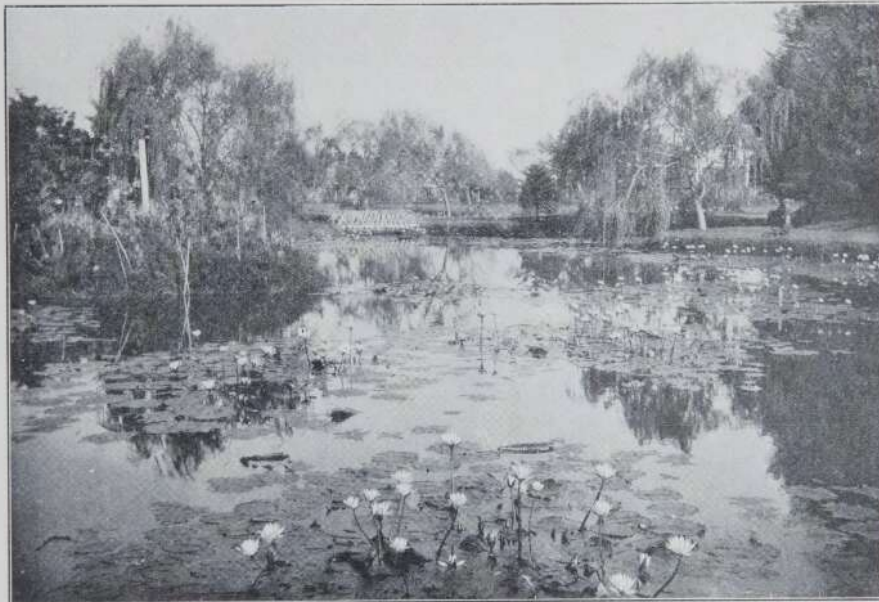
After some discussion these were adjourned so as to allow Mr. Parker to move a further series dealing with the same subject. These, the consideration of which was entered upon on March 23, provided that to indicate the possible future boundary of a northern political subdivision was premature and open to serious objection; that no statutory reservation of northern Crown lands was necessary, as control of legislation over such could be exercised by the Royal veto; that in view of the recently revised land regulations any arrangement for funding the proceeds of sales of northern lands was a needless complication; that the Constitution should provide for two Chambers from the beginning; that the second House should be elected by the people; that the two Houses should have equal authority in legislation; that provision be made for deadlocks; and that there was no necessity to place the protection of aborigines under a body independent of the Colonial Ministry. These proposals were debated for some days and finally agreed to, those of Mr. Hensman being withdrawn. The whole were thereupon embodied in an address to the Governor praying for the introduction of a Constitution Bill during the session.

Governor Broome then, with the assistance of the Executive, applied himself to the task of drafting a Bill. In this he was not a little hampered by the Secretary of State, who had been raised to the peerage as Lord Knutsford. Lord Knutsford, recognizing that the colonists were serious in their demand for autonomy, admitted the general principle without further ado, but entered upon a voluminous correspondence in regard to details. One of the difficulties to be overcome was the Secretary's strong desire for a single chamber. This the Governor rigorously opposed. "There is nothing," he wrote on May 28, 1888, "so far as I know, within the limits of the British Empire that can be called a precedent for the experiment of a single chamber in Western Australia, and I think such an experiment full of danger. Much irremediable harm might be done before the Constitution could be changed. Further, it is well known that there is nothing more difficult in politics than to

persuade a representative Assembly that it should surrender power; and, whatever right were reserved to Her Majesty-in-Council, there might be considerable difficulty in altering a Constitution once granted." For these reasons the Governor adhered to his contention that there should be two Houses, as in the other Australian colonies, and that both should be elected by the people. The remainder of the despatch was confined to a statement of the various clauses of a Bill which he had drafted, with the reasons which impelled him to insert them. He suggested a £500 qualification for members and a Civil list reservation of £9,850; this would mean

Council, and after the opinion of members had been obtained the Council was to be dissolved and the constituencies given an opportunity of pronouncing upon the measure. It was then to be considered by the new Council, and if passed transmitted for the approval of the Imperial Parliament.

The Bill was formally introduced into the Council on October 19, 1888, and the debate upon the second reading took place during the first week in November. The Colonial Secretary, Sir Malcolm Fraser (knighted in 1887), moved its acceptance and incidentally drew attention to the fact that no provision was made for a



WATER LILIES IN QUEEN'S GARDENS, PERTH.

an additional charge on the revenue of £6,910 each year, including the pensions to those officials deprived of office by the passing of the Bill. The provision for an Aborigines Protection Board was inserted and £5,000 set down as the sum to be expended annually upon the natives.

The copy of the Bill as drafted by the Governor was forwarded with the despatch. This the Secretary of State amended in various ways, the principal alteration being to make the Council a nominee chamber, and to insert a wider power to divide the colony at any time into two or more colonies if such a course should be deemed wise. The method of procedure agreed upon with regard to the Bill was that it was to be introduced into the

member to vacate his seat on being appointed a Minister of the Crown. Strong opposition to a nominated Upper House was shown by Messrs. Parker and Hensman, and equally strong support given to the idea by Mr. John Forrest. Mr. Parker suggested that the first Council should be nominated for a term of six years, but that on the expiration of that period it should become elective. The provision for possible future separation of the colony also evoked considerable adverse criticism, but in the end the Bill passed its second reading by thirteen votes to nine.

In accordance with the arrangement agreed upon, Governor Broome prorogued the Council in the follow-

ing month, and shortly afterwards it was dissolved in order that the Bill might go before the people. In the meantime Sir Frederick Broome had advised the Secretary of State of the debate which had taken place, and secured the Minister's approval to an alteration in the constitution of the Legislative Council so as to make it a nominee body for the term of six years after the inauguration or until the population reached 60,000. On the fulfilment of either of these conditions the Council was to become elective.

The elections were held in January, 1889, and disclosed a decisive vote in favour of responsible government. The principal factor in bringing about this result was no doubt the desire of the people to govern themselves, but it was greatly assisted by the refusal of the Imperial authorities to sanction loans on the ground that constitutional changes were impending. The personnel of the new Council differed but little from that of the old. In addition to the official members there were Sir J. G. Lee Steere (knighted in 1887), Sir T. C. Campbell, G. Randell, D. K. Congdon, and J. Morrison (nominees), and L. V. De Hamel, W. E. Marnion, W. S. Pearse, R. F. Sholl, McKenzie Grant, W. T. Loton, A. Forrest, S. Burt, W. Paterson, A. R. Richardson, E. Scott, E. Keane, C. H. Rason, G. Shenton, S. H. Parker, H. W. Venn, and Charles Harper (elected).

The session opened on March 13, and on the 18th the Constitution Bill was again introduced and the second reading moved by Sir Malcolm Fraser. The debate that ensued was earnest in spirit and almost academic in character, marking the high-water level of Western Australian politics up to that time. Many of the clauses of the Bill which were to some degree repugnant to the colonists were accepted in order that as far as possible everything calculated to jeopardize the measure in its passage through the Imperial Parliament might be avoided. Argument centred chiefly round three questions—the control of the lands, the electoral qualifications, and the Civil list, and these phases were ably discussed in Committee. The land clauses in the Bill were vague, and did not actually give the Legislature the control of Crown lands. It was understood that Lord Knutsford was prepared to concede absolute control over lands in the south of latitude 26° and partial control over the remainder. Mr. Burt proposed that the entire control of the lands in the south-west, Eucla, and eastern divisions should be given to the Colonial Parliament, and Mr. Shenton moved, and eventually carried, an amendment vesting all lands south of the tropic of Capricorn.

The franchise was altered so as to give a vote to a lodger who had occupied for twelve months a room or rooms of the clear annual value of £10, and the duration of the Assembly was reduced from five to four years. The Civil List and Pensions' Schedule were then con-

sidered, and reductions to the extent, in all, of £1,900 were made. The Bill was reconsidered in Committee on April 3 and other minor alterations made, and on the 5th the third reading was carried on the voices. The Governor immediately cabled the fact to the Secretary of State, and on the 6th received a reply to the effect that the only amendments he could agree to were those making the duration of the Assembly four years and giving lodgers the franchise. The Governor then returned the Bill to the Council, which after consideration decided to insist upon its amendments regarding the land question and the Civil List. A deadlock seemed imminent, but it was avoided by the Secretary of State, who intimated that he was prepared to concede control over all lands south of latitude 26°. The measure was then returned to the Council for the third time, and on the advice of the Governor, supported by the earnest appeal of Mr. Parker, the land boundary was accepted and the amendment regarding the Civil List withdrawn. The Constitution Bill finally left the Legislative Council on April 26. On the 29th a memorial was adopted for presentation to the Secretary of State drawing attention to various points—more particularly in regard to the Civil List—which seemed to press hardly upon the colony, and asseverating that these matters had been dropped merely in order not to imperil the safety of the Bill.

The troubles of the measure were, however, by no means at an end. After reaching London it passed the scrutiny of the Colonial Office successfully and was approved without delay by the House of Lords. When it reached the House of Commons it met with a distinctly hostile reception. Both sides of the House showed definite antipathy to it, and the Enabling Bill to give effect to it was shelved after the first reading, without the slightest consideration being shown to the colony which for two weary years had relegated almost every other matter to the background in order that responsible government might be secured. When Lord Knutsford cabled to the Governor that there was little or no prospect of the Bill becoming law during the session of 1889 something like consternation was evinced in the colony, as it was felt that further delay would not only cause stagnation, but would materially affect the future of Western Australia as a whole. The Legislative Council during a second session passed a resolution to the effect that the anticipated delay in the passage of the Enabling Bill would most seriously affect the material prospects of the colony and tend to destroy confidence in the integrity of the House of Commons. The Governments of the Eastern colonies were asked to help by addresses and to instruct their Agents-General to jointly impress upon the Imperial Government the necessity of passing the Bill before Parliament was prorogued. They all responded to the call, but their united efforts failed to affect the matter.

The session of 1889 closed without the Constitution Bill being passed into law.

During the recess Lord Knutsford informed the Governor that in all probability the House of Commons would refer the Bill to a Select Committee. It was then suggested that a delegation should be sent from Perth to give evidence before such a Committee and to assist generally in forwarding the interests of the colony in regard to it. To this Lord Knutsford agreed, and advised that Governor Broome, whose term

State, much to the indignation of the colonists, refused to consent to such a mission.

The delegates left for England in December, Sir Malcolm Fraser being appointed as Administrator during the absence of the Governor, for whose return for a second term representations had been made which were, however, without avail. The Colonial Office, however, agreed not to send out a new Governor until late in 1890, so as not to deprive Sir Frederick Broome of his official standing during the negotiations.



LAST EXECUTIVE COUNCIL UNDER REPRESENTATIVE GOVERNMENT.

*Standing*.—THE HON. JOSEPH ANKERST (Secretary), THE HON. ARTHUR O'GRADY LEBROY (Colonial Treasurer), THE HON. SIR JOHN FORREST (Commissioner of Crown Lands and Surveyor-General), THE HON. J. ARTHUR WRIGHT (Director of Public Works, Commissioner of Railways and Engineer-in-Chief), THE HON. SIR J. G. LEE STEERE (Speaker of Legislative Council).  
*Sitting*.—THE HON. SIR MALCOLM FRASER (Colonial Secretary), THE GOVERNOR (SIR FREDERICK NAPIER BROOME, K.C.M.G.), THE HON. NICHOLAS WATSON (Attorney-General).

of office was on the point of expiring, should be one of the delegates, and should be accompanied by an unofficial member of the Council. A third session of the Legislative Council was then called toward the end of 1889, and it was decided that the delegates should be the Governor (Sir Frederick Broome), Sir T. Cockburn-Campbell, and Mr. S. H. Parker. At the same time Messrs. John Forrest and W. E. Marmion were commissioned to visit the Eastern colonies in order to awaken further interest there, but the Secretary of

The dispatch of the delegation was without doubt a very wise move on the part of the colony. Without the active interest and earnest advocacy of its members it is more than likely that Western Australia would not have received justice even during the session of 1890. The Imperial Government had not at that time emerged from the narrow and shortsighted view of colonial affairs which it had always been the custom of British statesmen to take. In the minds of some the colonies seem to have been regarded as useless exces-



ences, except insofar as they could be made the target for fancy and utterly impracticable theories, or serve as a dumping-ground for those types whose absence from England would make England sweeter. Many of the opponents of the Western Australian Constitution Bill may with truthfulness be entered in this category, and while it would be unfair to include Lord Knutsford, as he seems to have been sincere in his desire to grant autonomy, it is doubtful whether he was anxious to grant it without further delay or without unreasonable restrictions upon the control of the lands.

The Enabling Bill empowering the Queen to assent to the Constitution Bill passed by the Legislative Council of Western Australia was introduced into the House of Commons in February, 1890. Some alterations had been made in the Constitution by the Colonial Office; power was given to the Crown to veto any colonial Act aimed at the exclusion of immigrants, and the Secretary of State's pet proposal to give the colony control of the Crown lands south of the 26th parallel of latitude was introduced as an integral part of the Bill. These two points—immigration and the control of the lands—were immediately seized upon by the opponents of the measure, which was under the control of the Attorney-General, Baron Henry de Worms.

The head and front of the opposition was Sir George Campbell, who announced his intention of blocking the second reading. To prevent this a conference between Sir George and some of his followers on the one hand, and Baron de Worms, Sir Frederick Broome, Sir William Robinson (nominated as the new Governor), Sir T. Cockburn-Campbell, and Mr. Parker was held, but without any success at the moment. When, however, the second reading was moved the opponents refrained from blocking it, and it was carried on February 27. Had the block been persisted in the results might have been disastrous to Western Australia, as the Government had its hands more than full of contentious matters upon which its very existence depended, and would not have been likely to invite further trouble over a measure which in its view was not really pressing.

After the second reading had been agreed to the Bill was referred to a Select Committee of nineteen members, with Baron de Worms as chairman. Between March 13 and May 6 twelve meetings were held, in the course of which the Western Australian delegates were subjected to a searching examination, which was so ably met that much of the opposition to the Bill was dispelled.

Sir Frederick Napier Broome reiterated even more strongly the arguments put forward in his numerous despatches, more especially those which related to immigration and the control of the lands. Mr. Parker was even more emphatic. The people of the colony were, he said, anxious to have the change, and at the preceding elections not one candidate had advocated the

retention of the existing method of government. That the financial condition of the colony was not then very strong he admitted, but considered it was due to the shortsighted policy of the Colonial Office in refusing to agree to loans on the ground that changes in the Constitution were impending. He was in favour of an immigration policy, but considered that the colony should have at its command the capital necessary to settle people on the land. Unrestricted immigration would not give good results either to the colony or the immigrant, especially as the south-west portion was the only part where immigrant labour would have a chance of success. He was particularly opposed to the idea of the Colonial Office retaining control over any portion of the lands of the colony, and considered that the clause inserted by the Secretary of State should be omitted. So far as defence matters were concerned the policy of the Imperial Government and of the colonial authorities was the same, and Western Australia would welcome whatever fortifications in the way of protection the Home authorities thought wise to construct. Sir Thomas Cockburn-Campbell's opinion was much on the same lines. He even thought that colonial administration of the lands was wiser than Colonial Office administration, as past experience had shown that in its desire to get rid of the lands the latter had not always kept clear of the land jobber and grabber. With regard to the aborigines, he thought there was little objection to an Aborigines' Protection Board, which, after all, was merely designed to satisfy the qualms of Exeter Hall.

The report of the Committee was even more favourable than the delegates expected. The objections urged against the Bill were made light of and shown to be opposed to fact. The report further recommended that the complete control of the lands of the colony should be given to the Colonial Legislature without any restriction.

Between the date of presentation of the report and the date of its consideration every nerve was strained, alike by the members of the delegation, Sir William Robinson, and the various Australian Governments, to secure the safe passage of the measure. The Agents-General waited upon Mr. W. H. Smith, the First Lord of the Treasury, and secured from him a promise that the Bill would be pressed during the session. This was necessary, as the opponents of the measure persisted in their attitude, and now argued that the whole measure was so conservative in character that it could not possibly be acceptable to the people generally in the colony. The earnestness and ability of the delegates, however, combined with the favourable report of the Select Committee, proved too strong to combat, and the Enabling Bill passed its third reading on July 25, 1890, the Constitution having been altered in the directions advised by the Committee. Very little time sufficed to

secure the approval of the House of Lords, and the Royal assent was given on August 15.

To apportion individual credit for the success is perhaps difficult, but the two who seem to stand out as most worthy of recognition are Mr. (now Sir) S. H. Parker and Sir Frederick Broome. Mr. Parker, with curious farsightedness, had been earnest, in and out of season, in his advocacy for responsible government, and Western Australia owes not a little to the ability and astuteness with which he guided the party which was favourable to it. Sir Frederick Broome, trammelled by Colonial Office regulations, started his administration as the opponent of any change, but experience in the colony and of its people led him firstly to admit that as a principle autonomy had much in its favour, and lastly to give his strong adherence to the movement for securing it. That so favourable a Constitution was framed and ultimately passed is due in no small measure to the masterly qualities of statesmanship that he displayed.

The new Constitution made provision for the establishment of a Legislative Council and Legislative Assembly, the former to consist of fifteen members nominated in the first instance by the Governor, and the latter of thirty members elected by the people. Each Chamber was to meet at least once in every year. No member of the Council could hold any office of profit under the Crown, except such as was liable to be vacated on political grounds or was held under military regulations. One responsible Minister at least must be a member of the Council. The first Council was to last for six years or until the population of the colony reached 60,000. On the occurrence of either event the Council was to become elective, for which purpose the colony was divided into five provinces—the Metropolitan, the Northern, the Central, the Eastern, and the Southern—each returning three members, whose tenure of office should be for six years. The members would retire in rotation, the senior member to go before the electors every two years. The franchise was limited to freeholders of £200 capital value and householders and leaseholders of £30 annual value. The first President was to be appointed by the Governor, but as soon as the elective principle came into operation the Council was to elect its own President.

Writs for the election of members of the Assembly were to be issued by the Governor, and the Assembly could proceed to business, provided not more than five writs were not returned. The duration of the Assembly, which elected its own Speaker, was set down at four years. The qualification of membership in either House was freehold in lands or tenements to the capital value of £500, or annual value of £50, the possession of which had to be declared. Supreme Court judges, the Sheriff, clergymen, undischarged bankrupts, persons whose

affairs were in liquidation, and those attainted or convicted of treason or felony were disqualified from membership in either House. Contractors to the Government were also debarred, and the acceptance of a contract by a member rendered his seat vacant. There were to be five Executive Ministers, and the offices they held were to be declared by the Governor within one month of the coming into operation of the Act.

For the purpose of elections to the Legislative Assembly the colony was to be divided into thirty districts, so arranged that every part should have representation, irrespective of its population—a provision that at a later date gave rise to curious anomalies of representation. The electoral districts were East Kimberley, West Kimberley, Roebourne, De Grey, Ashburton, Gascoyne, Murchison, Geraldton, Greenough, Irwin, Moore, Swan, Perth, East Perth, West Perth, Fremantle, North Fremantle, South Fremantle, Murray, Wellington, Bunbury, Nelson, Sussex, Toodyay, Northam, York, Beverley, Williams, Plantagenet, and Albany. Every man was entitled to be registered and to vote who was of full age and not subject to any legal incapacity; who was a natural born or naturalized subject of Her Majesty or a denizen of Western Australia; who had possessed within his electoral district for at least one year before registration a freehold of the value of £100 or a leasehold or licence of the annual value of £10, or occupied a dwelling or lodging of the annual value of £10. Those who had been attainted or convicted of treason, felony, or infamous offence, and had not served the sentence or been pardoned, were disqualified.

The financial clauses provided that all Money Bills must originate in the Assembly, by message from the Governor. The Civil List amounted to £9,850, apportioned as follows:—Governor, £4,000; Private Secretary, £300; Clerk of the Council, £250; Chief Justice, £1,200; Puisne Judge, £900; and five Ministerial salaries, £3,200. The pensions to those officers who lost their positions by virtue of the Act were set down as:—Colonial Secretary (Sir Malcolm Fraser), £700; Attorney-General (C. N. Warton), £333 6s. 8d.; Colonial Treasurer (A. O'G. Lefroy), £550; and Surveyor-General (John Forrest), £500. In case of re-appointment under the Crown the pension merged in the salary during the term of the appointment. Provision was also made for the payment of £5,000 annually to an Aborigines' Protection Board for the amelioration of the condition of the aborigines, the amount to become 1 per cent. of the gross revenue when such revenue advanced beyond half a million sterling.

The Act was to be proclaimed and come into operation within three months of the receipt in the colony of official information that the Royal assent had been given.

These were the main provisions of the Act, and though in many ways they would not be accounted liberal to-day they were a distinct step forward at the time, and they placed the power of liberalizing them, when such a step was deemed necessary, in the hands of the colonists themselves. For many years Western

Australia had struggled to throw off the shackles of the Colonial Office, and the fact that this had at last been accomplished gave extreme satisfaction to the people generally, even if for the time being they were debarred through want of population from a full voice in their country's affairs.

CHAPTER XVI.

1891—1900.

FIRST TEN YEARS OF RESPONSIBLE GOVERNMENT—CONSTITUTIONAL AND POLITICAL OCCURRENCES—PHENOMENAL DEVELOPMENT OF THE GOLDFIELDS—RESOURCES, INDUSTRIES, AND TRADE—LAND LAWS AND AGRICULTURAL DEVELOPMENT—GENERAL.

The task of bringing the new Constitution into operation and of guiding it in the early stages was entrusted to Sir William Robinson, who had already served two terms as Governor of the colony, and was an able and experienced officer in the Public Service. He arrived amid much rejoicing, due no doubt as much to his mission as to his personality, on October 20, and on the following day—October 21, 1890—the Act was proclaimed, and Western Australia witnessed the consummation of many years of waiting.

The first matter to be settled, according to the popular idea, was the selection of a Ministry. The rival claimants, each of whom had active support, were Mr. S. H. Parker and Mr. John Forrest. The one could fairly claim that his twelve years' tenure of membership in the old Legislative Council had given him a full grasp of the political needs of the time, and that he, in a special sense, had been the head and front of that long-continued agitation which had just been brought to a successful conclusion. The other had won his spurs as an administrator, having controlled for many years the most important phase of colonial expansion—the land system and its development. As an explorer, too, he was deservedly popular, especially among that section which accounted deeds of more importance than words. Governor Robinson wisely decided to make no choice until the Parliament had been chosen and he was in a better position to judge which claimant was the more likely to form and carry on a stable government. It was decided to hold the elections in December, and the campaign was entered into with great activity and enthusiasm. Most interest centred round the speeches of the claimants to leadership, whose policies in the main agreed. Mr. Parker, on the one hand, looked for population as a preliminary to securing loans; while Mr. Forrest advocated an ex-

tensive loan policy as a means of inducing immigration. Both recognized that a vigorous public works policy was necessary to the prosperity of the colony.

The elections for the Legislative Assembly were held in December, and the following were returned for the various electorates:—

East Kimberley .....	W. L. Baker
West Kimberley .....	A. Forrest
Roebourne .....	H. W. Sholl
De Grey .....	A. R. Richardson
Ashburton .....	S. Burt
Gascoyne .....	R. F. Sholl
Murchison .....	E. F. Darlôt
Fremantle .....	W. E. Marmion
North Fremantle .....	W. S. Pearse
South Fremantle .....	D. Symon
Murray .....	W. Patterson
Wellington .....	H. W. Venn
Bunbury .....	John Forrest
Nelson .....	Sir J. G. Lee Steere
Sussex .....	J. Cookworthy
Geraldton .....	E. Keane
Greenough .....	W. Traylen
Irwin .....	S. J. Phillips
Moore .....	G. Randell
Swan .....	W. T. Loton
Perth .....	E. Scott
East Perth .....	M. F. A. Canning
West Perth .....	T. F. Quinlan
Toodyay .....	B. D. Clarkson
Northam .....	G. Throssell
York .....	S. H. Parker
Beverley .....	C. Harper
Williams .....	F. H. Piesse
Plantagenet .....	A. Y. Hassell
Albany .....	L. V. De Hamel

The Legislative Council was appointed on December 24 and consisted of:—

J. G. H. Amherst	E. R. Brockman
T. Burges	R. E. Bush
Sir T. C. Campbell	M. Grant
J. W. Hackett	E. Hamersley
R. W. Hardey	G. W. Leake
J. H. Monger	W. D. Moore
J. Morrison	G. Shenton
J. A. Wright	

From the result of the elections it was evident that Mr. Forrest commanded a larger following than Mr. Parker, and he was consequently commissioned by Governor Robinson on December 24 to form the first Ministry under responsible government in Western Australia. Two days later he submitted the names, which

January 20, 1891, to allow Ministers to go before their constituents. All were returned unopposed.

One of the first matters which claimed the attention of the Government was the reorganization of departments in order to meet the altered conditions of administration. The permanent heads selected were:— Under-Secretary, Oct. Burt; Under-Treasurer, L. S. Eliot; Under-Secretary for Lands, R. C. Clifton; Collector of Customs, L. W. Clifton; Postmaster-General, R. A. Sholl; Engineer-in-Chief, C. Y. O'Connor; Under-Secretary for Railways, A. F. Thompson; Auditor-General, E. L. Courthope; Colonial Surgeon, A. R. Waylen; Sheriff, J. B. Roe; Registrar-General, W. A. Gale; Commandant, Major G. B. Phillips; and Crown Solicitor, G. Leake. The Aborigines' Protection Board, which was necessary under the Constitution, con-

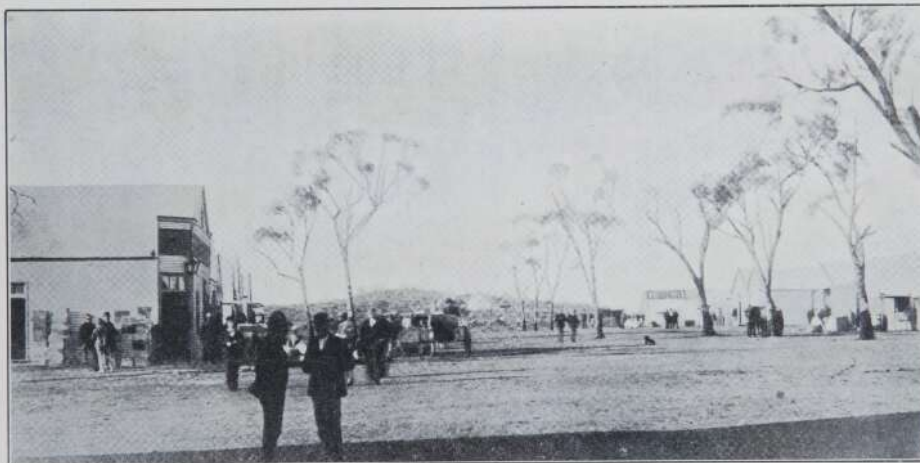


Photo by J. J. Dwyer.

HANNAN STREET, KALGOORLIE, 1895.

were approved by the Governor, and the Ministry was sworn in on the 29th. The Cabinet consisted of:—

John Forrest, C.M.G., Premier and Colonial Treasurer.

George Shenton, Colonial Secretary.

S. Burt, Q.C., Attorney-General.

W. E. Marmion, Commissioner of Crown Lands.

H. W. Venn, Commissioner of Railways and Director of Public Works.

All, with the exception of Mr. Shenton, who represented the Government in the Council, were members of the Legislative Assembly. The Governor appointed Sir Thomas Cockburn-Campbell President of the Legislative Council, and the Assembly elected Sir James G. Lee Steere as Speaker. Parliament then adjourned till

consisted of Dr. E. Scott and Messrs. G. W. Leake, S. H. Parker, E. T. Hooley, and T. Little, with Colonel D. Forbes as Secretary.

The Ministers were so much occupied in administrative organization and in an examination of the exact financial condition of the colony that little time was left in which to prepare an extensive political programme for submission to Parliament. Such a programme was also to an extent unnecessary at the time, as it had been decided that the session should be a short one, in order to allow the colony to be represented at a National Australian Convention to be held in Sydney early in March to discuss a proposal for the federation of all the Australian colonies.

Parliament met for business on January 20, as

stated, and the Governor's Speech showed that the principal measure to be submitted was a Loan Bill of some magnitude, by means of which a vigorous public works policy was to be initiated. The amount asked for, which somewhat staggered the older members, who were accustomed to speak of public finance only in thousands, was £1,336,000. With this money it was proposed to build railways from Perth to Bunbury with extensions up the Preston Valley; from Boyanup to Minnipup, and from Boyanup to Busselton; from Northam to Southern Cross; and from Geraldton to Mullewa. Improvements were to be made to the harbours at Fremantle, Geraldton, Carnarvon, Cossack, and other ports; telegraph communication to be extended in various directions; lighthouse at Cape Leeuwin to be erected; and various necessary public buildings to be built. So varied was the list that Mr. Parker, who had become a candid critic of Government actions, described it as an attempt to catch votes by giving every member something. The Bill, however, was pushed by Mr. Forrest, whose majority turned out to be even greater than was anticipated, and after a short debate was carried, members generally expressing the conviction that the future of the country was promising enough to justify it. After having elected representatives to the Federal Convention, which will be discussed in the succeeding chapter of this work, the two Houses were prorogued on February 26. Before they met again the honour of Knighthood had been conferred upon the Premier.

There being no Agent-General for the colony it was necessary that someone should proceed to London to make arrangements for floating the loan. Mr. Septimus Burt was selected for the task, and combined with it the work of making preparation for a London agency. The appointment of an Agent-General—Sir Malcolm Fraser, who had been for some years Colonial Secretary under the old form of government, securing the position—was made in 1892. Arrangements were also made during the recess for the fortification of King George Sound at the joint expense of all the colonies.

Sir William Robinson left the colony in September, 1891, and from that date until the following July Chief Justice Onslow occupied the position of Administrator. In that capacity he opened the second session of the Parliament in December, and commented in favourable terms upon the improved condition of the colony generally. The session, which lasted until March, 1892, was a fairly busy one, especially in those matters necessary to complete the administrative organization, to provide authority for railway construction, and to bring the local legislation more into line with modern thought. Nothing of an ambitious, far-reaching, or experimental character was attempted. In fact, the Parliament pursued the usual routine rôle which forms the chief por-

tion of legislative work, and which need not be specially dilated upon. Many questions of importance did from time to time arise, to which extended consideration needs to be given. These, however, were generally the outcome of some important phase of thought, activity, or development in the colony itself, and may more fittingly be discussed in connection with the circumstances which brought them into being. So far no party policy had been enunciated; the only aim of the Government was the development of the country. This absence of party feeling was clearly shown when by the death of Sir Thomas Cockburn-Campbell in September, 1892, Mr. George Shenton was made President of the Legislative Council and the vacant portfolio of Colonial Secretary offered to and accepted by Mr. S. H. Parker, the most candid critic up to that time of the actions of the Government.

In the third session of the Parliament, which occupied the closing months of 1892, two measures were brought forward which, though they did not then become law, give a good indication of the progressive spirit of Sir John Forrest and his colleagues. These were an amendment of the Constitution and a Homesteads Bill. The objects of the first were to abolish the property qualification of members, to extend the franchise, and to add two new members to the Legislative Council and three to the Legislative Assembly. The Lower House was in favour of the scheme, but the Council, in its character of a drag upon hasty legislation, would not agree to it. The second measure—the Homesteads Bill—was aimed at encouraging settlement by making free grants of restricted area to settlers who were prepared to live upon and work the land in accordance with conditions laid down. The Bill passed the second reading by a narrow majority; that it gained a majority at all seems to have been more out of compliment to the Premier than belief in the measure. But so adverse were the opinions expressed that the measure was withdrawn at that stage. The session concluded with the Midland Railway Loan Act, authorizing the Government to guarantee payment of principal and interest up to £500,000. This was rendered necessary by the fact that the Company had found it extremely difficult to raise the money needed for the construction of the line, and there was every possibility of the work being indefinitely suspended. Happily, the action of the Government averted this possibility, and more happily still, perhaps, it brought home to the colony the knowledge that land-grant railways, from whatever point they were viewed, were not conducive to development.

The hopefulness that prevailed after the establishment of responsible government, and the enterprise and determination shown by Ministers in providing for the needs of a great colony, are seen by the efforts made to secure proper harbour facilities at Fremantle. This was

one of the questions that had agitated the public mind for years, and upon which expert advice had more than once been sought but no finality reached. Sir John Coode, it will be remembered, had feared sand-travel if harbourage was attempted at the mouth of the river, and advocated a passage through Success Bank into Owen Anchorage, and, if necessary, through Parmelia Rock into Jervis Bay and Cockburn Sound. With this idea the Engineer-in-Chief did not agree. There was, in his opinion, no direct evidence of sand-travel which would prevent the construction of a river harbour; but if it was found that sand did accumulate, it could easily be removed by dredging. He advocated the construction of breakwaters from Arthur and Rous Heads, the dredging of a channel between them, and the excavation of a basin within the mouth of the river, where wharves and storehouses could be erected. The estimated cost was £560,000, or £800,000 if the scheme were enlarged. At first the Government was inclined to adopt Sir John Coode's idea, but as Mr. O'Connor's scheme was approved by other engineers they referred the whole question for investigation to a Joint Committee of both Houses. This Committee reported in favour of the Engineer-in-Chief's scheme, and the report was formally adopted in 1892. In November, 1892, Lady Robinson tilted the first load of stones to form the mole or breakwater, and the work, which has resulted in the present admirable harbour at Fremantle, was entered upon—a monument to the foresight of the Forrest Government and to the ability of the Engineer-in-Chief of the time, Mr. C. Y. O'Connor.

This and other works of magnitude show that progress had replaced stagnation and that the colony was rapidly emerging from the slough of Crown colony days. The abnormal development of the goldfields was no doubt a prominent factor in the result, as it also was in preventing the bursting of the Eastern colonies' boom from being appreciably felt in Western Australia. In fact, the speeches in Parliament during 1893 expressed a confidence in the colony such as had never before been apparent. There still, however, remained one little rift within the lute in the nominated character of the Upper House. The general feeling that a nominee Chamber was a bar to progress prevailed, and this was accentuated by the Council's refusal to pass the amendment to the Constitution Act brought forward in 1892. By the end of that year the population of the State was nearly 59,000, with every prospect of reaching in a few months the 60,000 required to turn the Legislative Council into an elected body. The amendment was therefore reintroduced in 1893 and passed through the Assembly without difficulty. In the Council it again met with opposition, mainly through a desire, as the newspapers put it, to give representation to "land, sand, sheep, and kangaroos." Several alterations were made

to which the Assembly declined to agree, and a conference between the two Houses was then resorted to. This failed to come to a decision, but the difficulty was solved by a catch vote in the Council on the same evening by which the Assembly gained its way, and the Bill was passed practically as it left the Lower House. It was assented to on October 13, 1893, and provided for an elected Legislative Council of twenty-one members, three from each of the following provinces:—Metropolitan, West, North, Central, East, South-East, and South-West; and a Legislative Assembly of thirty-three members, representing the original thirty electorates and three new ones comprising the goldfields, Pilbara, Nannine, and Yilgarn. The property qualification for membership was abolished in both Council and Assembly, but the qualifying age was raised to thirty in the case of the Council. The electoral qualification for the Council was reduced to a £100 freehold or £25 annual value basis, but the owner or occupant must have been in possession for twelve months before registration. The Assembly voter only needed to have resided in one place in Western Australia during the preceding twelve months. As regards Money Bills the Council was given power to return them to the Assembly with a request for the omission or alteration of any items therein. No provision for the compilation of electoral rolls was inserted in the Act, and a special session of Parliament had to be summoned in December to remedy the defect.

The Assembly elections were held in June, 1894, and the Council elections in July. In the former Messrs. Baker, Symon, Keane, Scott, Canning, Quinlan, Parker, and De Hamel gave place to Messrs. G. Leake, E. Solomon, G. T. Simpson, F. Connor, H. B. Lefroy, W. James, B. C. Wood, and F. C. Monger; while for the new goldfields electorates Messrs. H. F. Keep, F. Illingworth, and C. J. Moran were returned. Though altered thus as regards the personnel, there was little or no change from a political point of view, except that the goldfields representatives, with one or two others, formed the nucleus of an opposition which, however, did not become of appreciable strength so long as Sir John Forrest held the reins of government.

The Legislative Council consisted of Sir George Shenton (knighted in 1893), Messrs. S. H. Parker, H. J. Saunders, D. K. Congdon, E. W. Davies, T. H. Marshall, J. E. Richardson, F. M. Stone, E. Robinson, E. H. Wittencoom, E. G. Henty, H. McKernan, C. E. Dempster, R. G. Burgess, R. W. Hardey, J. W. Hackett, E. McLarty, J. C. Foulkes, F. T. Crowder, S. J. Haynes, and C. A. Piesse. Composed of men more in touch with the life of the community than were those of the nominated Council, the new Legislative Council was still a cautious rather than a progressive body—an advantage, perhaps, at the time, as the gold discoveries

were not altogether conducive to a sane and safe outlook. The session of the reconstituted Parliament held in 1894 was mainly devoted to questions of public works and railway development which the unexpected expansion of the colony rendered necessary. Two further amendments of the Constitution were brought forward. The first, which was agreed to, reduced the penalty recoverable from a member who sat without possessing the necessary qualification; the second, which was also passed by Parliament but vetoed by the Crown, referred to the abolition of the Aborigines' Protection Board. Under the Constitution the Government was required to pay over 1 per cent. of the gross revenue, when that revenue exceeded £500,000, to that Board for disbursement in connection with the natives. The revenue had passed the half-million mark and the clause came into operation, but Ministers disapproved, and it seems rightly, of paying away a large sum of money over the expenditure of which they had no control. They desired, and Parliament supported them, that the money should be expended under the direction of a responsible Minister. The Home authorities failed to agree, and Royal assent to the amendment was refused. This led to a lengthy correspondence with the Colonial Office, but it was not until some years later that the request of the colony was agreed to. There is very little doubt that the natives, so far from losing, have gained by the change.

In view of the growth of the mines and other departments consequent upon the development of the mining industry and the rapid increase in population it became necessary toward the end of 1894 to rearrange the Ministerial offices. The resignation by Mr. Marmion of the Lands portfolio on December 4 offered the opportunity which the Premier was not slow to seize. The Lands Department was accepted by Mr. A. R. Richardson, and Sir John Forrest took the Colonial Secretaryship in addition to his post as Treasurer. To Mr. Parker, thus dispossessed, was offered the new post of Minister of Mines and Education, but as he differed from the Premier on the education question he declined it, and the portfolio was accepted by Mr. (now Sir) E. H. Wittenoom. The desire seems to have been to secure a Cabinet whose members would be amenable to one strong will.

Early in the following year the colony lost the services of Sir William Robinson, who left for England in March. While not, perhaps, in every respect an ideal Governor, there is no doubt that as a constitutionalist he stood in the first rank, and the country could not have had a wiser head to direct its first steps along the path of responsible government. After his departure Sir Alex. Onslow (knighted in 1893) acted as Administrator until the following December, when the new Governor, Lieutenant-Colonel Sir Gerard Smith, arrived.

For a full understanding of the subsequent position of the colony it is necessary at this stage to digress somewhat in order to chronicle the rise and development of the goldfields. There is no doubt that the most striking and important feature of Western Australian history during the period 1891-1900 was the abnormal gold discoveries—discoveries which, with the rush of population consequent thereon, had not only wide and far-reaching effects upon the administration, but affected every phase of life and industry in the community.

The gold almost seems to have waited for the advent of responsible government to declare itself, or perhaps it was that a freer, more independent, and more enterprising spirit came upon the people through the change. Whatever may have been the impelling cause, the story of the rise of Western Australia from the position of an almost neglected territory to the status of one of the greatest gold-producing countries of the world possesses all the elements of a romance. With the many incidents, some humorous, some pathetic, but all intensely interesting, which occurred on the different fields, we, as a sober historian, have nothing to do. But putting all those aside, even the boldest and most uncoloured narrative almost suggests that the lamp of Aladdin had found a resting-place under the protecting wing of the Black Swan.

The proposal of the Government to extend the eastern railway from Northam to Southern Cross seems to have had the effect of establishing confidence in the possibilities of the Yilgarn field, and as a result capital was more freely invested and prospecting carried on over a wider area. Southern Cross became quite an active little mining town, and though the returns for 1891 did not altogether justify the large expenditure necessary to build a railway, the field produced the largest yield in the colony for the year—12,833 oz. out of a total of 30,311, Pilbara being next with 11,875.

These returns encouraged the belief that somewhere in Western Australia there existed gold in large quantities, and attention was directed to those districts where in former years the possibility of its occurrence had been suggested. As far back as 1854 Mr. Robert Austin, when exploring along the Murchison River, had described the country as of promising mineral character, and from time to time odd specimens of gold had been found here and there throughout the district. Mr. H. P. Woodward, the Government Geologist, after examining the locality in 1889, supported Mr. Austin's view, and reported upon the encouraging appearance of the ground between the great bend of the Murchison and Milly Milly. In 1890 gold was found at Yuin, and in August, 1891, Mr. J. F. Connolly reported the discovery of rich alluvial about 200 miles east of the coast. This was subsequently confirmed by W. Douglas, and the Government paid Connolly and Douglas £500

and £100 respectively as discoverers of the field, though McPherson and Peterkin, who were the pioneer miners in the district (Nannine), claimed that the reward should have been given to them. Before the end of September there were between 300 and 400 men scattered over the field, most of whom were making good wages, and some of whom were securing excellent returns. Nuggets varying from 2 to 40 oz. were picked up, mostly on the surface; in fact, all the gold was found either on or within a few feet of the top of the ground. The Murchison goldfield was proclaimed on September 24, 1891, and Mr. W. A. G. Walter was appointed the first Warden. Its headquarters were at Nannine, but the centre of activity was soon moved to Cue, a township that sprang up in a large field of

miles still farther south, excellent results were secured; in fact, throughout the whole of the Murchison district gold was obtained, sometimes in small, often in large quantities, and the official returns for 1892 show that it had wrested from Yilgarn the pride of place, exporting 24,356 oz. as against 21,209 oz. The Pilbara field in the same year yielded 12,892 oz. and the Kimberley 1,088 oz. The total value was £226,238—a large amount for a country described by scientific men as non-auriferous, but a mere bagatelle when compared with the phenomenal results to be afterwards achieved.

Meanwhile prospecting was being assiduously carried on over the Yilgarn field with varying success. Two adventurous spirits, Speakman and Ryan, struck out toward the north-east and found a good reef in

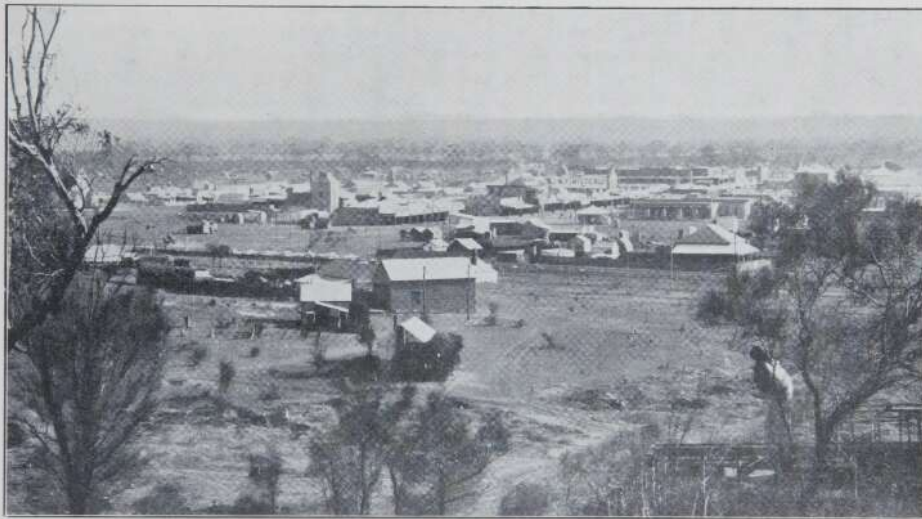


Photo by J. J. Dwyer.

HANNANS FROM MOUNT CHARLOTTE, 1897.

exceptional richness discovered by Messrs. Cue and Fitzgerald, where gold could be secured by the simple processes of "specking" and "dry-blowing." These finds led to extensive prospecting over the whole district, and from time to time reports of further discoveries were announced. Rich gold-bearing reefs were found at various places, notably at the "Island" in Lake Austin, where in addition to rich quartz a channel of cement was found which for a time gave marvellous returns. The report of gold at Yuin, in the Nancarrang Hills, made in 1890 led to the opening up of the Yalgoo field, where from the cap of a reef gold to the value of £15,000 was "dollied." From Day Dawn, a little to the south of Cue, and from Mount Magnet, about 30

the direction of what was later to achieve an unenviable reputation under the name of Siberia. Attention was also directed toward the district known as Dundas, south-east of Southern Cross, and in the vicinity of Fraser Range. A Mr. Moir, looking for grazing areas, had found some indications of gold in the neighbourhood in 1890, and Mr. David Lindsay, of the Elder Exploring Expedition, who passed over it in 1891, spoke of it as a possible mineral area. With a companion named Stewart, Moir prospected the district in 1892 without success, but other parties which, encouraged by Lindsay's opinion, followed upon Moir's heels met with better fortune. Messrs. Mawson and Kirkpatrick hit upon a rich outcrop, which they named the May Bell; Messrs.



Bromley, Mason, and Dejarlais pegged out the Great Dundas; and Messrs. Brodie, Kirtley, and Devine discovered two rich reefs which they named the Scotia. These discoveries led to other parties setting out, and further indications were obtained, but the value of the find was dwarfed by the extraordinary announcements of a few weeks later, before which all previous discoveries in Western Australia paled into insignificance.

Experienced miners after a close examination were convinced that so far from being the centre of a gold-field Yilgarn was only on the fringe, and that greater discoveries would be found farther east, somewhere in that arid, trackless desert that stretched across to the South Australian border. Obsessed by the lust for gold they went out into this region, prepared to brave its dangers in the hope of finding that which would make them rich beyond the dreams of avarice. Not all who went out succeeded in winning through, as the memorial in Coolgardie Cemetery, "To the men who blazed the track," bears eloquent and pathetic testimony: many who did reach the new El Dorado gained little benefit from their exertions, but all have a right to share in the credit of Coolgardie and Kalgoorlie—names that for years were words to conjure with in the markets of the world.

In 1891 and 1892 several parties left Southern Cross with the intention of crossing the Hampton Plains (discovered by Hunt in 1864), in the hope that gold might be found there. Most of them were not only unsuccessful in their search, but were reduced to sore straits through want of water, and compelled to turn back. Among those who set out in 1892 were Arthur Bayley and John Ford, two miners who had become inured through experience to the dangers of the Western Australian bush. Bayley, who was one of the first diggers at Nannine, is said to have raised over 1,000 oz. from one claim. Tiring of the Murchison, he and Ford returned to Perth, where they sold their gold and set out upon a prospecting expedition. They proceeded first to Mount Kenneth, about 250 miles north-east of Perth; here they lost their horses and had to walk back to Newcastle. Having purchased a new outfit, they next set out for the locality of Speakman's find, north-east of Yilgarn, but turned back on meeting other miners returning from the place with discouraging reports. They then headed for Southern Cross, and having purchased provisions for about two months started out eastward on Hunt's old track. After a very tedious trip, when they were nearing the now famous field, they were compelled to turn back and rest for a couple of days at the Gnarlbine soak. Starting out again through boggy country they reached in July the place well known to the natives as Coolgardie. Finding it covered with good grass they let the horses out to graze and proceeded to prospect the surrounding flats.

Here Ford picked up a  $\frac{1}{2}$ -oz. nugget, and before dinner they had secured over 20 oz. They named the place Fly Flat, and decided to remain there till the provisions ran short. In the course of three or four weeks they secured about 200 oz. Forced to go back to the Southern Cross for supplies they said nothing about the find, but returned to Fly Flat as quickly as possible, and on the first Sunday after they arrived discovered the reef which soon became famous throughout the mining world. That evening they broke off the cap of the reef with a tomahawk and dollied over 500 oz. The following morning they pegged out a claim, reckoning that there were 2,000 oz. in sight. Shortly afterwards Messrs. Foster and Baker, who had tracked them from Southern Cross, put in an appearance and pegged out an adjoining area, from which in three days they secured 200 oz. of gold. Leaving Ford to guard the claim Bayley made his way quickly to Southern Cross and applied to Warden Finnerty on September 17, 1892, for a lease of the area, showing at the same time the 554 oz. of gold that he had brought back. The field was then declared open, and the news of it telegraphed far and wide. The Mining Registrar's offices, and even his quarters, were besieged by a multitude of able-bodied men all anxious to secure miners' rights. On September 20 Bayley started back for Coolgardie, but this time not alone. Warden Finnerty went with him, and practically the whole of Southern Cross either accompanied them or followed shortly after, most of the throng being better equipped with miners' rights than with provisions. To enter a practically waterless territory at the beginning of summer, not in ones or twos but in hundreds, was a course attended by no little danger; but in their eagerness to obtain gold the necessity of eating and drinking seemed trivial.

The excitement soon spread to Perth and other centres. *The West Australian* of September 21 said:—"In Perth and Fremantle everyone seems to be either carrying tents, picks, shovels, and dishes, or otherwise preparing for the road." From York over 200 eager gold-seekers went forth by whatever mode of conveyance they could secure, and if none were available, on foot, for the land of gold. With so ill-advised a rush it was not long before provisions and water were of even more account than gold in Coolgardie. On October 8 Bayley returned to Southern Cross in company with the Warden to deposit a further 500 oz. of gold. Mr. Finnerty reported to the Government that there was no well-defined lode showing on the surface, but that a line of quartz, in places nearly 20 ft. wide, could be traced through Bayley's ground. There were then, he said, 150 men at Coolgardie, and he met 170 going out. By the end of October the number had increased to about 400, and something like 3,000 oz. of gold, principally alluvial, had been secured. Alluvial

seekers were permitted to work within 20 ft. of a reef. The water and food difficulty now became a serious one, and many of the miners, particularly those who had not been successful, were compelled to make their way back to Southern Cross, proclaiming to all they met that the field was a failure. As the hot weather proceeded practically everyone was driven away through want of water, so that by the end of the year Coolgardie, for the time being at all events, was almost deserted.

Anticipating that the rush would set in again with even greater force as soon as the summer was over Warden Finnerty urged the Government to excavate large tanks along the track and take measures to conserve the rains that fell upon the large granite outcrops, so that the water difficulty might be, at any rate, lessened during future dry seasons. His prediction of an influx was more than realized. Showers of rain fell over the eastern districts in March, and within a few days there were over 300 men at Coolgardie. From all parts of the colony, as well as from outside, they hurried to try their luck, riding or driving if they could, walking if funds were low. The camel became for the time the most useful beast of burden in Western Australia. By the end of 1893 there were 673 in the colony, and up to the opening of the Coolgardie railway it was no uncommon sight to see trains of eighty, ninety, or a hundred camels, loaded with provisions and other requirements, wending their way slowly through Perth on their weary tramp to the goldfield.

Coolgardie by this time began to assume the proportions of a little town. Building timber being unobtainable on the spot and very expensive to bring from Perth, most of the structures were frames covered with hessian or galvanized iron, and some no more than modest bush shelters. Stores of all kinds were opened and, needless to say, a sufficient number of hotels. Although unimposing from an architectural standpoint, the little township in those days provided more excitement than probably any spot in Australia. Bayley's claim continued to give sensational returns, and from time to time pockets of gold of extraordinary value were discovered by lucky miners, some of whom in a single day would become the fortunate possessors of hundreds of ounces. Messrs. Sylvester, Browne, & Co. purchased for a fortune the claim of Bayley and Ford, and also secured another rich find made by McFarlane and Robinson some two miles south of Coolgardie. Leases were applied for and prospecting for alluvial carried on over a rapidly extending area. By the end of June there were over 2,000 men on the field, with hundreds more on the way. Food supplies failed, and for days at a time men lived chiefly on preserved meats—colloquially, "tinned dog." This dearth of fresh food, combined with a poor water supply and an almost entire absence of sanitary precautions, added that modern

scourge—typhoid fever—to all the other tribulations, and many of the early pioneers went down before its virulence.

The presence of so large a body of men, all eager in the search for gold, meant that prospecting was carried on over a wide and rapidly expanding tract of country. In May a prospector named Frost discovered gold at a place called, from its distance from Coolgardie, the Ninety-mile, but now known as Goongarrie. There was a small rush to the locality, but the finds were not sufficient to keep the men there, and they returned to Coolgardie. The next rush was to "Mount Youle," supposed to be the present Mount Gladden, some 50 miles to the north-east. About a hundred men hurried off to the site, but most of them returned without reaching it, owing to a growing conviction that the rush had been instigated by the storekeepers in the interests of business. No sooner had they reached Coolgardie than they were off again to Lake Lefroy, some 40 miles to the south-east, where good discoveries were said to have been made. In fact, so intense was the excitement that within a few hours of a rumour that gold had been found somewhere a party of diggers set out to test it.

From the rush to Mount Youle, shrewdly suspected to be a hoax, arose the second great rush on the Yilgarn field, and the most important gold-bearing area hitherto discovered in Western Australia—Hannans, later to be known to all the world as Kalgoorlie. Its discovery, like that of most rich goldfields, was in a measure accidental. Messrs. Hannan and Flannigan were two members of a small party on the way to Mount Youle. Through want of water the party camped at Mount Charlotte for a couple of days while the teams returned to Coolgardie for a fresh supply. Rain falling in the meantime the party pushed on, leaving Flannigan and Hannan behind. Flannigan, it appears, while looking for the horses found a couple of nuggets, and induced Hannan to remain with him. In a few days they had over 100 oz. Hannan then returned to Coolgardie, and on June 17—a Saturday—applied for a reward claim. According to usage, the application was posted up outside the Registrar's office about 9 o'clock that evening, and of course was soon public property. As Coolgardie had drawn practically all Southern Cross, so Hannans drew all Coolgardie, until the place was almost deserted. Saturday night and Sunday they moved out, and before the middle of the week over 750 men were busy fossicking round Hannan's find. At first there were no sensational reefs discovered such as Bayley's; all the gold was alluvial, and there was sufficient of it to occupy attention. But while many of the miners were successful, there were numbers who did not make a bare existence, and in a few weeks returned to their former occupations at Cool-

gardie. Many were the instances of distress on the goldfields in those early days. Hundreds of men arrived with poor outfits, little provisions, and no money. Unless they found gold—or charity, and charity was often the more easily found—starvation stared them in the face. Disease was rampant, and Hannans, like Coolgardie, took its toll in human life.

The neighbourhood of the present town of Bardoc, where two prospectors, Cashman and Lee, secured 1,000 oz. in a few weeks, was the next scene of excitement, and then followed the unfortunate Siberian rush. In October Messrs. Frost and Bonner applied for a reward claim in a desolate district named Siberia, supposed to be about 75 miles north-west of Coolgardie. They showed about 40 oz. of gold they had secured from there, and somehow a rumour gained ground both at Coolgardie and Hannans that a fabulously rich find had been made. Quickly over a thousand men were hastening through the waterless tract toward the place. Only those who had been through to the Ninety-mile had any idea of its direction; the others trusted to chance. Few carried more than a waterbag, and there was no water on the way. Disaster naturally followed. A few got through only to be disappointed, many wisely turned back; but some, attacked by thirst, and with no knowledge of the way, wandered off into the bush and were lost. Only the dispatch of relief parties saved numbers of others. "At twilight one evening in October a Coolgardie resident," says Kimberley, "observed what appeared to be a strange animal on all fours crawling through the dust toward the town. He approached and discovered a demented Siberian prospector, repulsive in his agony, seeking to reach water."

News that all was not well with the parties on the way to Siberia reached Coolgardie a few days after they had set out, and Mr. Renou, the engineer in charge of the Government water supply, immediately sent teams loaded with water along the road with instructions to deposit the tanks at known stages, and then use every means not only to let the prospectors know where water could be secured, but to induce them to return, as the district they were making for was absolutely destitute of fresh water. This prompt action saved many lives, but even as it was several deaths occurred. At least ten were accounted for, and in all probability the bones of others still lie bleaching in that awful desert.

This was the last sensation for 1893. By the end of the year work was steadily progressing throughout the various districts, the total output of gold being valued at £421,381, of which Yilgarn and its branches accounted for £287,829. Dundas was proclaimed a separate goldfield in August, but its output for the year reached only £562. Had it not been for the scarcity of water the results from the Yilgarn area would pro-

bably have been larger, as many more men would have been attracted to the field. The water difficulty undoubtedly retarded the early development of the district, a fact which the Government was not slow to recognize, as may be seen by the money spent in the erection of dams and soaks to conserve whatever rain might happen to fall.

To some extent the discovery of Coolgardie acted adversely upon the other fields, as many of the miners left in the hope that on the Yilgarn field they might be able to share in some of the sensational finds. The returns from the Murchison, Pilbara, Kimberley, and Ashburton districts were all smaller than in the previous year, but in some places, particularly on the Murchison, reef-mining was being undertaken as a serious industry. Machinery was imported and batteries were erected. Shafts were sunk and reefs thoroughly tested, and at the end of the year the field showed much more evidence of permanency than Coolgardie. To encourage sinking, and so definitely gauge the possibilities, the Government at the beginning of 1893 offered a bonus to those who would sink shafts to a greater depth than 100 ft.—£2 10s. per foot between 100 and 200 ft. and £5 per foot between 200 and 300 ft. In all eleven persons claimed the reward—six at Yilgarn, one at Coolgardie, and four on the Murchison.

The developments during 1894 far exceeded those of 1893. The returns mounted from 119,890 oz. to 207,131 oz., nearly double; and where the population increased by 6,390 in the former year, the additions numbered 17,008 in the latter. Railways were opened to Southern Cross from Northam and to Mullewa from Geraldton. Machinery was erected on many of the mines, and not less than a hundred companies, with a nominal capital of nearly £9,000,000, registered in London to work them, while in the colony itself something like seventy were formed. A separate Mines Department was established at the end of the year, so that the whole industry might be under proper supervision and control.

As soon as the summer of 1893-4 was over the stream of immigration to the goldfields again started. Prospecting was actively carried on, and all through the year there were constant reports of more or less sensational finds throughout the whole Eastern district goldfields. Hall and Speakman discovered Mount Jackson, to the north of Southern Cross; rich alluvial was found at the Pinnacles, north-east of Coolgardie, in February, and in a short time over 1,000 oz. secured, while a similar amount followed from another find at Billy Billy. Discoveries at Bardoc, Kurnalpi, Bulong, White Feather (Kanowna), Broad Arrow, and other places were reported in quick succession; in fact, finds innumerable over the whole field were reported during the year.

The great sensations of 1894 were, however, the discovery of the Londonderry and Wealth of Nations mines and the district of Menzies. The Londonderry find was made in June by a prospecting party consisting of Messrs. Carter, Dawson, Mills, Gardiner, Elliot, and Huxley, who had been out many months without finding a colour, and were on their way back to Coolgardie. Quite by accident rich quartz was picked up by two of the party, and after a brief search the outcrop of a reef was exposed, from which during the first three or four days they took between 4,000 and 5,000 oz. One specimen, "Big Ben," was estimated to contain gold to the value of £3,500. After working in secret as long as was safe, some of the party remained on guard while the others returned to Coolgardie, and after lodging 4,280 oz. at the Union Bank applied to the Registrar for a lease of the Londonderry Mine.

been on prospecting tours throughout most of the goldfields since 1890. After making several discoveries of more or less importance, some of which he disposed of for a substantial figure, Dunn, who was acting on behalf of a Western Australian Syndicate, left Coolgardie with two Afghans on another trip. After going about 28 miles he came upon a large outcropping reef, from which on breaking the cap he extracted a specimen of quartz weighing 189 lb. and containing 800 oz. of gold. The whole lode glistened with the precious metal, and to it he gave the name "Wealth of Nations." In a very few days he secured over £20,000 worth, and leaving the Afghan in charge returned to Coolgardie, where he lodged £11,200 in the bank and applied for a mining lease. Though he tried to keep his discovery secret, in a few hours there were over 500 out on the track looking for the locality. After they found it



Photo by J. J. Dwyer.

HANNANS FROM MARITANA HILL, 1900.

There was tremendous excitement, especially when further work on the mine seemed to prove its fabulous wealth. In September the discoverers sold the mine to Lord Fingall for £180,000 and a sixth interest. Unfortunately the subsequent development of the mine did not realize the expectations formed of it. Having been floated for £700,000, the company had difficulty at the start owing to the mine being "jumped" through failing to comply with the regulations. When this was overcome and work actually started the rich stone cut out very quickly and left ore of only very inferior grade.

The Londonderry sensation was eclipsed a couple of months later by the discovery of what the newspapers described as a "mountain of gold." The lucky finder was a prospector named J. G. Dunn, who had

the whole neighbourhood was quickly pegged out, and only police protection saved Dunn's find from being raided. Within six months the Wealth of Nations reef was sold for £147,000; but, as in the case of so many apparently rich reefs, development was far from realizing expectation.

The third remarkable discovery was made by Messrs. Menzie and McDonald, experienced men who left Perth after the excitement raised by the Wealth of Nations and pushed out northerly from Coolgardie through White Feather, Black Flag, and the Ninety-mile to a spot several miles farther on. There they discovered a reef of considerable promise and pegged out two claims—the Lady Shenton and the Florence. On applying for the leases at Coolgardie the usual rush to the locality took place, and still another mining

camp, now known as the town of Menzies, sprang into existence.

Apart from the mining discoveries, though certainly in consequence of them, the development of the colony during 1894 was very pronounced. The Northam-Southern Cross railway, the construction of which was approved in 1891, was opened to traffic in July, 1894. The wisdom of building it was doubted by many, and if it had had to depend on the Yilgarn field alone for revenue, their fears would probably have been justified; but with that good fortune which often attends bold spirits, the Premier had the satisfaction of knowing before it was opened that the discovery of Coolgardie practically ensured its success. In fact, no sooner was the line finished than approval was given for its continuation to Coolgardie, and a Loan Bill for £1,500,000 passed to provide the money for that and other works.

By this time Coolgardie and Kalgoorlie had not only become the centres of promising mining districts, but were fairly large and more or less settled towns. The old Yilgarn field was split up into four mining districts—Yilgarn, Dundas, Coolgardie, and East Coolgardie (with headquarters at Kalgoorlie). Coolgardie was proclaimed a municipality in July, Mr. Jas. Shaw being the first Mayor; and Kalgoorlie followed suit in May, 1895 (Mr. John Wilson, Mayor). On the Murchison field the Geraldton-Mullewa line was completed in November, and an extension to Cue approved and commenced in March, 1895.

From 1894 mining in Western Australia has been remarkable, not so much for new discoveries of a sensational character as for steady development. It has been removed from the speculative phase and become an industry of great proportions and permanent value to the State. Like all countries where gold has been discovered the colony had its period of "booming," which started in 1894 and continued with increasing force throughout 1895 and 1896. Almost anything Western Australian to which the name of gold mine was applied, or which was situated in any of the mining areas, was sure of easy flotation into a company either in London or in the Eastern colonies. The result was that during those years capital to the extent, it is said, of nearly £50,000,000 was subscribed—and much of it was lost. Mines of admittedly "wild-cat" species were as easily floated as genuine ones if they had the name of Western Australia attached to them and were supported by the certificate of some self-styled mining expert. The money subscribed rarely reached the colony: it usually drifted into the pockets of the promoters. That good mines existed—and still exist—has since been proved: that Western Australia is one of the richest gold-bearing countries in the world may be seen from the returns; but the possibilities of a mine often did not enter into

a promoter's calculations, except on the prospectus—he looked not to the mine, but to the shareholders, for his gold. Such a state of things inevitably brought reaction—reaction from which the colony has since suffered severely; but in those "wild and woolly" days, when loan money could be had for the asking and English capital was simply thrown into the colony, no one stopped to think of the evil days that must surely come. One good result the boom did have—it advertised the colony more widely and more effectively than anything else could have done.

Many of the mines were not over-capitalized, and some of those that were have risen above their difficulties. These have all become good dividend-paying concerns and have proved to the world that, notwithstanding the machinations of unscrupulous promoters, the gold existed in quantities more than sufficient to pay for reasonable and safe expenditure in the way of capital.

How greatly the colony gained in population through the advertisement of the boom may be seen from the following table:—

Year.	Population.	Increase.
1894 ... ..	82,014	16,977
1895 ... ..	101,143	19,129
1896 ... ..	137,796	36,653
1897 ... ..	161,694	23,898

These came from all parts of the world, though naturally most of them were emigrants from the other colonies of Australia. Their value could not be estimated by numbers alone; the greater proportion was composed of men for the most part in early manhood or the prime of life, and possessed either of capital or of that ability and energy which every country desires to see within its borders. Their advent gave Western Australia an asset greater even than gold.

Apart from the general development that was taking place and the wild excitement to secure a piece of mining scrip, the principal event in the mining world of 1895 was the passing of a new Goldfields Act, introduced by the new Minister of Mines (Mr. E. H. Wittenoom). The old Act of 1886 had required constant amendment to keep the law abreast of the industry, and many of its provisions by change of circumstances had become inoperative. The new Act, which was based on the Mining Acts of the other colonies so far as they could be made to apply, provided that complete records of all dealings should be kept by each District Registrar, and that all transfers, leases, and other dealings with mines should be registered at the Mines Department in Perth. As this meant that no transaction could be operative until it had been registered in Perth it created a good deal of dissatisfaction, and was the cause of considerable agitation during 1895 and 1896, mainly, apparently, because it meant that all transactions must leave the goldfields to be finally dealt

with. The provisions of the Act were those usual in large mining communities, and showed that the Government, even though accused of animosity toward the fields, were doing all that was possible to place the mining industry on a satisfactory footing.

The year 1896 opened with brilliant promise. The excitement of the boom was practically at its height, and the effects were seen as the year progressed by the enormous number of arrivals from other parts. Not alone was State business congested; the same was true in large measure of private affairs. Perth, Fremantle, Kalgoorlie, Coolgardie, and Menzies were crowded with people, hundreds of whom were unable to find better accommodation than the merest shakedown. Houses and business premises sprang up almost like magic in and around Perth and Fremantle, and the capital which in 1891 appeared little better than a thriving village became a rapidly growing city, alive with every description of business interest and the focus of ventures of world-wide importance and magnitude. Fremantle became the busiest of ports, and at Coolgardie and Kalgoorlie were laid the foundations of modern towns on the most up-to-date lines. As regard the mining developments the year was eminently satisfactory. New finds were continually coming to light, and closer attention to the known mineral localities was increasing the amount of gold recovered by leaps and bounds. Two new goldfields—West Pilbara and North-East Coolgardie—were proclaimed, and machinery to the value of £364,706 was imported. Some excitement was caused by the discovery of a reef at Dandalup, on the South-West railway line, in the Darling Ranges. As this was within 50 miles of Perth everyone was anxious for its success, but further testing proved it to be a failure.

By the close of the year it was evident that the boom had run its course, and that outside capital had turned its attention elsewhere. From then mining became in Western Australia a serious industry, destined to yield great results, but never again to be the scene of such wildly exciting times. The newness had worn off and the people had become accustomed to its presence, so that from an historical point of view its interest, except so far as it contributed to the general welfare of the colony, had gone. Incidents more or less exciting occasionally arose, but they were the exception. One such occurred in 1898 over differences that arose under the Goldfields Act, 1895, and its regulations. Early in January a difference occurred between the alluvial miners at Kalgoorlie and the Manager of the Ivanhoe Venture Gold Mine which led to a serious disturbance, the unrest extending to other places on the goldfields. The Goldfields Act of 1895, under Section 36, gave the alluvial miners the right to search for alluvial gold on leases, with certain restrictions. The principal question in dispute was whether or not there

was a reef on the lease of the Ivanhoe Venture Syndicate. The leaseholders considered it a great hardship that the Act confirmed the existence of dual titles, those of the leaseholders and those of the claimholders. The alluvial miners, on the other hand, held that they had a moral and legal right to the alluvial gold, at whatever depth it was found. Before a decision on the case was given in the Warden's Court the Government passed a regulation limiting the depth to which alluvial could be worked to 10 ft. The diggers were much incensed at this regulation, which they called "the 10-ft. drop," and they applied the sobriquet of "Ten-foot Ned" to the Minister for Mines. As regard the question of the reef, the Government Geologist reported that there was as yet no proof of its existence. The Warden's decision in the case went against the alluvial miners. The latter, however, paid no heed to this decision and continued to enter on the lease. Relations between the Syndicate and the miners then became so strained that several of the latter were eventually imprisoned. On March 24 Sir John Forrest visited Kalgoorlie to meet the delegates of the alluvial miners and hear their grievances; but on his declining to address the crowd which had gathered outside the hotel where the conference took place some of the more excitable spirits became unruly, and on his way to the station the Premier was somewhat roughly hustled, fortunately without any serious results. After much further friction the Ivanhoe Venture Syndicate agreed to take a test case into the Supreme Court. The trial took place in August, and the decision of the Court was in favour of the alluvial miners. Petitions were then forwarded to the Government by the various mining companies asking for the abolition of the dual title. In consequence of this a Royal Parliamentary Commission was appointed which came to the conclusion that the dual title undoubtedly inflicted a great hardship on the leaseholder. The new Mining Act (62 Vict., No. 16) was consequently passed, Sections 10 and 11 of which define the relations between leaseholders and claimholders in a manner calculated to avoid a conflict between their respective interests.

This was the most serious case of resistance to constituted authority witnessed on the goldfields. All the elements for a conflagration were present, and only the exhibition of common sense and the attention to wise counsels on both sides prevented the occurrence of a second "Eureka."

Another small sensation was provided toward the end of the same year by the discovery on the part of Messrs. Bourke and Hunter of alluvial gold at Donnybrook. Mr. T. Blatchford, Assistant Geologist, said:—"Donnybrook is situated on the Bunbury to Bridgetown railway, and is 26 miles south-east of Bunbury and 143 miles from Fremantle by rail. The scene of the

mining operations is some two miles to the south of the Donnybrook townsite, on a small branch of the Preston River, in the Blackwood Range. Gold was first discovered in the surface soil by a party searching for alluvial gold. Further investigations carried on with the prospecting dish eventually led to the discovery of auriferous quartz veins, from which most of the alluvial gold had originally been shed. The country, which is extremely hilly and thickly timbered, is for the most part covered with ironstone gravel deposits. Besides these workings on reefs, several of the miners have given their attention to the finding of alluvial gold. Dishes of dirt taken from the surface of the hills will usually yield a trace of gold when washed, and in some places a fair result is obtained." Subsequent examination, however, proved that as a gold-bearing district Donnybrook was scarcely worth consideration.

The outstanding feature of interest in local mining since 1835 has been, and still is, the wonderful richness of that small belt of country lying between Kalgoorlie and the Boulder, known as the "Golden Mile," from which gold has been taken in millions of ounces, and which still remains as the principal gold-producing area in the State. In it are contained the Associated, Brown Hill, Great Boulder, Golden Horseshoe, Perseverance, Ivanhoe, and other mines, all of which, though some are now on the wane, have contributed handsomely to the yearly gold returns of Western Australia.

The growth of the industry from its inception in 1886 to the close of 1900 may be seen from the following table, the simple figures giving perhaps the best indication of what the discovery of gold has meant to the colony:—

Year.	Amount.		Value.	Dividends.
	Crude oz.	Fine oz.	£	£
1886 ...	302	270	1,148	—
1887 ...	4,873	4,359	18,517	—
1888 ...	3,493	3,125	13,273	—
1889 ...	15,493	13,860	58,874	—
1890 ...	22,806	20,402	86,663	1,250
1891 ...	30,311	27,116	115,182	5,326
1892 ...	59,548	53,271	226,282	1,875
1893 ...	110,891	99,203	421,386	34,350
1894 ...	207,131	185,298	787,098	110,642
1895 ...	231,513	207,111	879,749	82,183
1896 ...	281,265	251,618	1,068,807	168,216
1897 ...	674,994	603,847	2,564,977	507,732
1898 ...	1,050,184	939,490	3,990,699	605,949
1899 ...	1,643,877	1,470,605	6,246,733	2,066,015
1900 ...	1,580,950	1,414,311	6,007,610	1,396,089

Two of the problems which faced the Government during these years were the provision of proper transport facilities and the installation of an adequate water supply. We have seen that no sooner was the railway completed to Southern Cross than arrangements were

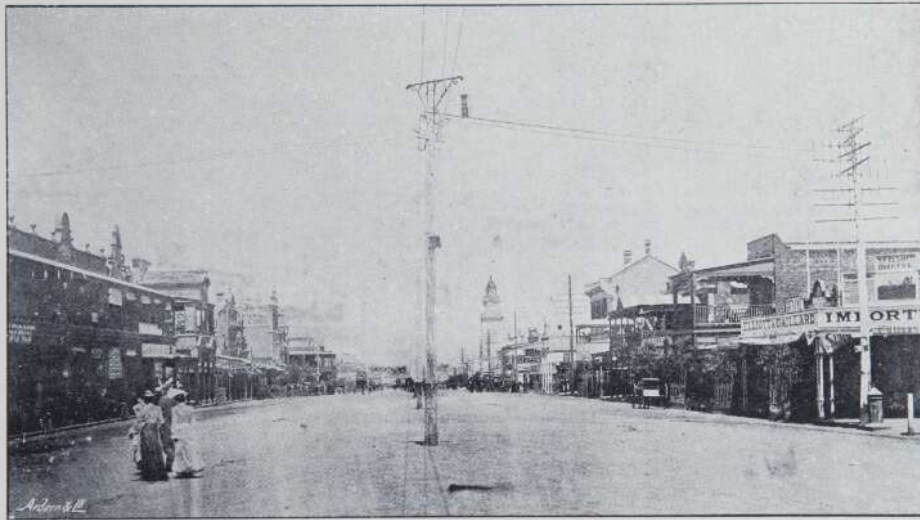
made to continue it to Coolgardie. The first section of this line—to Boorabbin—was opened on July 1, 1896, and before it reached Coolgardie its continuation to Kalgoorlie was approved. By the beginning of 1897 it was possible to reach the latter centre by rail. But the convenience did not stop there; less than two years later the train steamed into Menzies, and by 1903 one could get as far as Leonora. At the same time extensions were being pushed forward on the Murchison field, Cue was joined to the railway system in 1898, and Nannine became a railway terminus in 1903. Since then further extensions have been made, all with the one aim—to join the Murchison and Eastern goldfields systems together, and so provide a complete loop serving all the principal mining centres.

Adequate water supply, even as it was more pressing was also more difficult of achievement than railway communication, and in the long run involved even greater expense. The absence of water was the one great drawback to development. The extreme heat of the summer and the want of a proper water supply to mitigate both its discomforts and its dangers made it imperative that during the worst of the season exemption from working conditions should be allowed to the mines, in order to give the miners a chance to recuperate. The Government was naturally blamed for not taking sufficient steps to cope with the difficulty, and in some measure this blame was, in the early days, rightly placed. In 1893 less than £15,000 was spent on water supply, and this out of loan money. The amount seemed to the miners far too small, but they ought to have remembered that colonial funds were not at the time inexhaustible, and considerable expenditure was being incurred in the construction of railways to serve the goldfields. As it was, two tanks capable of together holding a million gallons, as well as smaller ones, were excavated at Coolgardie. Others were built along the Ninety-mile Road, and the soaks on Hunt's old track were improved. Boring also was undertaken at Mount Burgess and Hannans in the hope of striking artesian water. By the end of 1894 there were tanks and dams scattered over the Eastern goldfields, with an aggregate capacity of nearly 11,000,000 gallons, upon the construction of which nearly £30,000 had been spent. But the supply was very far short of the demand, and the fear of a water famine was continually present. By this time the fields had become more stable, and places like Coolgardie, Kalgoorlie, and other centres had become towns with some degree of permanency and with organized bodies and institutions to express their needs. The question of sufficient water was one of the most imperative of those needs, and as time passed without any definite steps being taken by the Government their method of asking became a demand rather than a request. When the Premier visited the fields in

November, 1895, the matter was placed before him in the strongest terms. In his reply Sir John Forrest, after admitting the disabilities under which the fields laboured, pointed out the extreme difficulty of the situation. Before the idea of bringing permanent water to the mines could be considered the Government must be satisfied that no artesian supply could be secured, and that it was not possible to provide sufficient by the use of catchment dams. If, however, both these means failed, then the Government would be prepared to bring ample water from the coast.

It quickly became apparent that the difficulty could not be solved either by boring or by conservation. Early in 1896 a water famine took place at Woolgangie, the camp of those engaged on the railway con-

something like 5,000,000 gallons of water daily. The estimated cost, including the necessary pumping stations, pipe track, and receiving reservoir at Mount Burgess, outside Coolgardie, was £2,500,000. The magnitude of this scheme, the most gigantic and daring of its kind hitherto attempted in the world, created the greatest astonishment, more particularly throughout the goldfields. Doubts were expressed as to the feasibility of the idea, but these were set at rest when it was found that other authorities quite agreed with Mr. O'Connor that it was entirely practicable and could be successfully carried out. The only question was whether the colony would be justified in incurring the enormous expense involved—whether, in fact, the permanence of the goldfields was certain. At this stage the advantage



HANNAN STREET, KALGOORLIE, 1900.

struction, and water had to be conveyed by train from Northam, as in Coolgardie the condensing plants were working at the highest pressure without being able to meet the necessities of the town itself. The dams and tanks were dry, and boring had been found to be without result. Convinced that something of a comprehensive nature must be carried out the Engineer-in-Chief, Mr. C. Y. O'Connor, to whose genius, energy, and boldness the colony owes so much, conceived a gigantic scheme for carrying water to the goldfields from the coast. Shortly, his suggestion was to build a huge reservoir on the Helena River near Mundaring, in the Darling Ranges, and to convey from there to Coolgardie by means of 330 miles of cast-iron pipes

to Western Australia of having a bold and optimistic Premier was seen. When Parliament met in July the scheme was given a prominent place in the Government programme, and before the session closed Acts were passed authorizing the construction and agreeing to a loan of £2,500,000 to meet the expense. The actual work of construction was not, however, proceeded with until early in 1898, the intervening time being spent in securing from English and other experts further confirmation both of the soundness of the scheme from an engineering point of view and of the practical results that would be ensured. Once started, it was pushed on with expedition, and in January, 1903, the first water from Mundaring Weir reached Coolgardie and



Kalgoorlie. The water area within which the scheme operates is not wholly confined to the Eastern goldfields, but extends from Guildford to Kanowna, serving both the goldfields and agricultural districts through which the pipes pass. The "Goldfields Water Supply," as it is now termed, has thus completely surmounted the water difficulty over a very large portion of the dry area of inland Western Australia. Unfortunately, the Engineer whose brain conceived the idea died, under sad circumstances, just on the eve of his idea being proved successful. The work, however, stands, a monument to his genius, and also an evidence of the wisdom and foresight of the Premier who for so many years was the benevolent despot of Western Australia—Sir John Forrest.

But notwithstanding the power and influence of Sir John Forrest, the position of the Government during the years following 1894 was by no means an enviable one. As a result of the discovery of the Coolgardie and Kalgoorlie goldfields an unparalleled wave of prosperity swept over the colony, bringing with it greatly increased responsibilities and sometimes very trying difficulties. The abnormal inrush of people into a country so little prepared to receive them caused congestion in nearly every branch of State work, and the fact that many of the newcomers were from more progressive places and easily irritated when matters were not entirely to their liking made the position of the Government even more irksome. This spirit of irritation against and opposition to almost everything proposed by the Government was particularly manifest on the new goldfields, where the miners seem to have thought that they had lifted the colony from the slough of despond, and were therefore entitled to dictate its policy. This opposition to the established order of things grew into a goldfields *versus* coast agitation, which has prevailed with varying intensity ever since, and on more than one occasion shown itself inimical to the best interests of the State. It must be admitted that this feeling was strengthened by the attitude of the Western Australians themselves, a section of whom regarded "t'othersiders" as rank outsiders who ought to be sufficiently thankful for being allowed to remain within the western paradise. While nothing but praise can be bestowed upon those of the early days who strove to wrest Western Australia from wildness and make it a place fair to look upon, the colony's real development started only after the gold discoveries, and the settlers ought to have welcomed with open arms the men possessing the brain and sinew necessary to turn those discoveries to profitable account. A better commingling of the two elements in those early goldfields' days would have saved the colony from many difficulties.

The Government met with its first check during the session of 1895, when the Leader of the Opposition,

Mr. George Leake, though with but a small following behind him, moved a want of confidence vote in the Ministry over the education question. It was never put to the vote, as Sir John Forrest, after a somewhat warm debate, agreed to deal with the question; but it had more than a little effect, as before the end of the year an Education Act on modern lines was passed and the old system of ecclesiastical grants for educational purposes abolished.

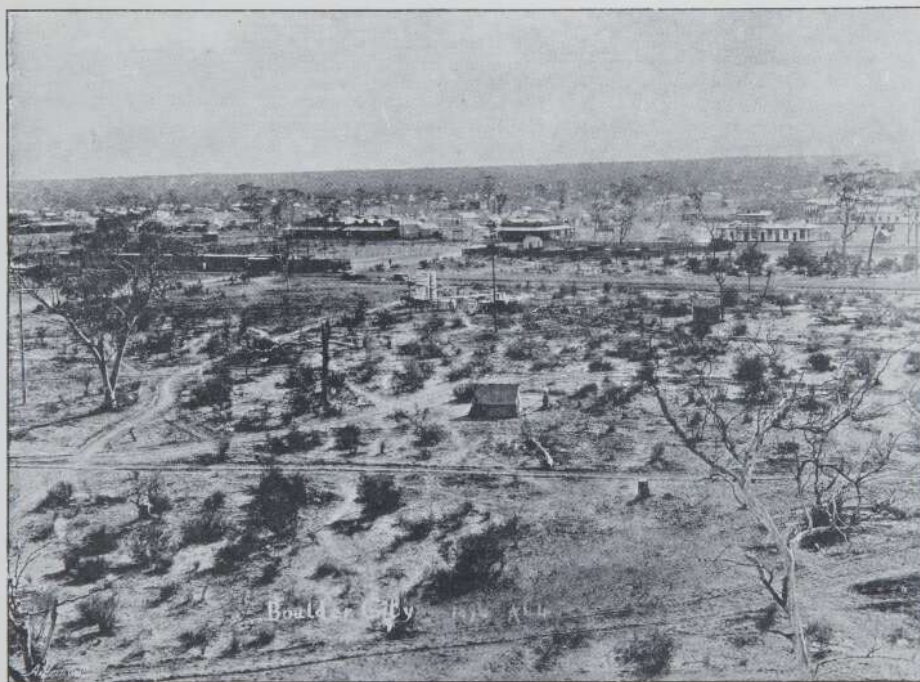
The spirit of opposition on the part of the goldfields became crystallized over the Budget proposals of 1895. The revenue for the year ending June 30 had been £1,125,940, or £252,290 in excess of the estimate, a condition of things which the miners, and perhaps rightly, attributed to their presence in the country. They were consequently dissatisfied when the proposals for 1895-6 were not so liberal toward the goldfields as they expected. A Goldfields League was formed for the object of redressing their grievances, which went farther than the question of expenditure, and embraced the administration of some of the Government departments, as well as strong criticism of the mining laws.

Criticism of departmental administration was not confined to the goldfields. The whole community was suffering from the ineptitude displayed, and dissatisfaction was widespread. There was not a Government department which had to do with communication, transport, or mercantile affairs generally that was not overwhelmed by the rush of business.

So great was the expansion, due to mining and other transactions, that the Telegraph Department found itself faced with an accumulation of messages far beyond its power to cope with. As delay oftentimes meant serious loss in mining transactions, many of which depended for their success on quick communication with London or the Eastern capitals, public and Press accusations of incompetency on the part of the administrative officers were common on the goldfields, and not unknown in Perth and Fremantle. To add to the disorder the lines between Eucla and Albany, and between Coolgardie and Perth, occasionally failed, and it sometimes happened that telegrams had to be forwarded to the capital by rail! To cope with the difficulty Mr. Wittenoom proposed and Parliament approved the expenditure of £25,000 upon the construction of a new line from Coolgardie *via* Dundas to Eucla. This required time for its completion; meanwhile the congestion in the telegraph office became intensified, and the trouble spread to the post-office, delays in the delivery of correspondence becoming almost as irritating as the department's inability to handle telegrams. The authorities did all that was possible in the way of increasing the staffs in both departments, but with little result, as the buildings became overcrowded and confusion worse confounded.

To make matters worse the Railways and Customs Departments reached the same chaotic state, so that every department engaged in transmitting communications or handling merchandise was involved. In the Railways Department the shortage of rolling-stock was the principal reason; in the Customs the absence of available space to facilitate the handling of goods. The whole difficulty, from whatever point it is viewed, resolves itself into the one fact—that the colony did not possess facilities for dealing with a large and sudden inrush of population which was totally unexpected. To reasonable people this would have been a good excuse,

On October 8, 1895, a large indignation meeting was held at Coolgardie, over which the Mayor of the town, Mr. James Shaw, presided. The Government generally was anathematized, and every ill from which the miners suffered, from the non-delivery of a telegram to the scarcity of water, laid to its charge. Special prominence was given there, as also at a similar meeting held at Kalgoorlie, to the inadequate representation of the goldfields in Parliament, and for the first time the cry was raised that the fields should agitate for separation. Another meeting followed a week later, apparently to emphasize what had been done at the pre-



BOULDER CITY, 1895.

especially as the Government was sparing neither energy nor money to meet the requirements; but the newcomers to Western Australia in those days, thirsting to secure the riches it had been proved to possess, were far from reasonable, and looked upon the authorities not as the servants of the people, but as the slaves of the goldfields. That it seemed impossible to cope with the telegraphic, postal, railway, and Customs business in those days must be admitted, but it is only fair to add that the want of consideration shown to the Government did not help to smooth away the difficulties.

vious one. Committees were appointed to enforce the views of the miners upon the Government.

In answer to the protests the Minister of Mines (Mr. E. H. Wittenoom) admitted that the post and telegraph offices on the fields were far too small for the work they had to do, but pointed out that the Public Works Department was rapidly pushing on with the erection of new ones. In regard to the other questions raised it was deemed politic that Ministers should visit the whole district, and in November Sir John Forrest travelled over the eastern and Mr. Wittenoom the

Murchison fields. With "the soft answer that turneth away wrath" both Ministers succeeded for the time in considerably allaying the irritation, Sir John going so far as to foreshadow the bringing of ample water from the coast and an increase in the number of goldfields representatives in Parliament. The promise of water was, as we have seen, fully redeemed, and in the session of 1896 the question of increasing the goldfields representation in Parliament was also discussed.

But before that time arrived the condition of congestion, particularly in the Railways Department, had grown more acute, and loud murmurs of dissatisfaction arose from the merchants of Perth and Fremantle, who complained that traffic was utterly disorganized. *The Morning Herald*, a new metropolitan daily, attacked the authorities strongly, and even *The West Australian* made dignified though guarded complaints. A public meeting held in Perth in February, 1896, and addressed by influential men, severely criticized the railway, telegraph, and postal administrations, and vaguely blamed the Premier for the railway trouble, on the ground that he had cut down the departmental estimates for rolling-stock. Resenting the imputation, Sir John Forrest forcibly replied to his detractors, and pointed out that rolling-stock was then on order to the value of £300,000 more than had been authorized by Parliament. The Commissioner of Railways (Mr. Venn) took exception to some of the Premier's statements, as he considered they reflected upon his administration, and in a letter to Sir John complained that the latter had not shown that *esprit de corps* usual between members of a Government. He contended that when assailed in the Press he (Mr. Venn) had defended the Government at the expense of himself as Commissioner of Railways, when the real facts were that the whole trouble could have been averted if the Premier had not refused to place his request for £330,000 worth of rolling-stock on the loan estimates for 1894, even though urged to do so by the Engineer-in-Chief.

Unfortunately, Mr. Venn, in his haste to clear himself, handed a copy of this letter to the Press for publication. This action reduced the whole question to the level of a personal quarrel between Sir John Forrest and Mr. Venn. The Premier thanked the Commissioner for his past services, regretted that he should have to sever his connection with the Government, and requested his resignation. This Mr. Venn declined to give, as he wished to justify himself to Cabinet from the departmental files. Sir John then asked a second time, pointing out that to refuse was unconstitutional; but Mr. Venn held to his first decision. The Premier then telegraphed to the effect that the Cabinet was unanimous in requiring the resignation, to which the Commissioner tersely replied, "Death rather than dishonour." The next step was taken on March 9, when the Premier

informed his colleague that unless he received a reply—in other words, a resignation—by 9 o'clock that night he should feel at liberty to take whatever steps he might deem necessary. Unfortunately, Mr. Venn did not receive this note until after the time mentioned, but he immediately informed Sir John that he would make a statement next morning. Sir John, however, when no answer came by 9 o'clock, showed a little of Mr. Venn's precipitation, and made certain statements to the Press which rendered further negotiation impossible. The same night, therefore, he transmitted a memo. to Mr. Venn to the effect that the Governor had dismissed him from office and from membership of the Executive Council. His Excellency, said Sir John, regretted that such a course was necessary, but considered that Mr. Venn had brought it about by his refusal to resign.

Mr. Venn, though dismissed, as he phrased it, "in his night-shirt," had no other course than to accept the inevitable. He stated that it had been his intention to resign after making a statement to Cabinet. The point was raised and warmly debated as to whether the Premier had acted constitutionally. Of this, however, there can be scarcely any doubt; but his wisdom in taking such an extreme course may be seriously questioned.

The vacant portfolio was by no means sought after, but eventually Mr. F. H. Piesse was induced to accept it. For some time he was unable to effect any improvement in the department, but matters improved as additional rolling-stock came to hand, and by the end of the year the trouble was fully overcome. The same result was achieved by the Post and Telegraph Department through the erection of new lines, providing additional accommodation, and a better organized staff.

The increased Parliamentary representation demanded by the goldfields was, as mentioned above, granted in 1896. A new province—the North-East—was constituted, thus adding three additional members to the Legislative Council. At the same time the number of the Assembly was increased to forty-four by the establishment of new electorates, the majority of which were on the goldfields. The number of Cabinet Ministers was also increased to six.

This amendment to the Constitution necessitated a general election, which was held in May, 1897, the most sensational events of which were the defeat of Mr. S. H. Parker for Perth by Mr. Lyall Hall, and the discovery that all the new mining electorates did not return members opposed to the Government. The personnel of the Ministry was slightly changed during the year. Before the elections Mr. Richardson retired from politics, and the control of the Lands Department passed to Mr. G. Throssell, while the newly created Ministerial post was conferred upon Mr. H. B. Lefroy

as Minister of Education. In October Mr. S. Burt found himself compelled to resign, and Mr. R. W. Pennefather was appointed Attorney-General. Mr. Burt was the last of Sir John Forrest's old colleagues, and thus the Premier was left the sole survivor of the original Ministry appointed on the introduction of responsible government.

The year 1897 was not a year of prolific legislation. Apart from the break caused by the elections, there were two Federal Conventions held—one in Adelaide and one in Sydney—at each of which the Premier and nine other delegates were present; and Sir John was also absent from the colony during the middle of the year, in order to represent Western Australia at the Diamond Jubilee celebrations of Her Majesty Queen Victoria in London. These interruptions made a long session impossible, consequently three short sessions were held, two of which did little more than pass supplies, and the third occupied itself in passing resolutions to indicate a future course of action. Payment of members was approved as a principle, and in face of a no-confidence motion proposed by Mr. Leake,

the Premier promised to revise the duties so far as they affected foodstuffs, though it must be admitted that in doing so he had nothing to fear from a division on Mr. Leake's motion.

Before the Government met Parliament in 1898 a further rearrangement of Ministerial offices had taken place owing to Mr. Wittenaar having accepted the Agent-Generalship. Mr. H. B. Lefroy became Minister of Mines and Mr. George Randell Colonial Secretary. When Parliament opened a varied and extensive programme was submitted in the Governor's Speech, but the session closed without much of it finding a place on the Statute Book. In fact, an unkind critic might with justice assert that the session lasted longer and produced less result than any held since Parliament had been constituted. The Norseman and Leonora Railway Bill and the Perth Deep Drainage Bill were both shelved till a more convenient season; the Education and Min-

ing Bills were withdrawn; the Railway, Patents, Public Works, Trades Unions, and Electoral Bills were never even heard of. The principal measures that were passed were the Tariff Amendment (promised the previous session), Early Closing, Health, and Lands Acts, this last designed to promote agricultural settlement along those lines which had always been advocated by Sir John Forrest. Politically the most important act was the amendment of the very ill-advised mining regulation (No. 103) which had been the cause of the Kalgoorlie riot of 1898, already referred to. As usual in such cases, a compromise was effected. The alluvial miner was allowed in the first place to make his search, and then had to give way to the reef miner.

Up to this time the introduction of foreign mining capital, the ease with which loan money could be secured, and an overflowing Treasury chest had lulled

the Government into a sense of financial security, and there was scarcely that control over expenditure that was needed. With the reaction that followed the boom period, however, it became evident that closer supervision was necessary. The first note of



Photo by J. J. Dwyer.

BOULDER CITY, 1900.

this was sounded when the accounts of the colony for the year ending June 30, 1898, were published. The revenue, though large (£2,754,747), was £253,253 below the estimate, while the expenditure reached £3,256,912—an amount so far in excess of the receipts that it not only absorbed the accrued surplus of £315,362 but left a debit of £186,803. This called for rigorous retrenchment and the closest scrutiny of public expenditure, unpleasant at any time, but particularly so to a people accustomed to huge surpluses. The drift, however, continued throughout the following year, the transactions of which showed a loss of over £60,000, and was not stayed until 1900, when there was again a credit on the year's operations of £260,000. Matters arising out of administration and the prominence given to the question of federation absorbed the greater part of the Parliamentary session of 1899 and filled the pages of *Hansard* rather than the Statute Book, the list of

measures being small in comparison with the length of the session. The most important was a further amendment of the Constitution increasing the number of the Legislative Council to thirty by the creation of two new provinces—the Metropolitan-Suburban and the South-East—and raising the membership of the Assembly to fifty by a redistribution of seats and a rearrangement of boundaries. At the same time the franchise was granted to women.

Although the whole history of the federal movement will be found recorded in the next chapter it is necessary, even at the risk of repetition, to mention that a Federal Enabling Bill to allow the proposed Federal Constitution to go before the people was introduced into the Assembly in 1899, and debated at very considerable length. Such a course had not been necessary before, as neither New South Wales nor Queensland had assented to the Bill. Those assents had, however, been given when the Western Australian Parliament met in 1899, and it was necessary, therefore, that some definite course should be taken. Free discussion in the Press and on the platform had done much to educate public opinion as to the advantages and disadvantages of the proposed union, and a Joint Committee of the two Houses sought to amend the Commonwealth Bill in the directions which earnest consideration deemed necessary. The Assembly then decided to refer both Bills—the original and the one as amended by the Committee—to the electors; but the Legislative Council, after a series of contradictory divisions, declined to agree to the Bill in any form being referred, and also declined to request the Government to negotiate with the Governments of the Eastern colonies in the hope of securing all or some of the concessions asked for. The Government, however, made an attempt to secure these concessions, but without avail. The other colonies were unanimously of opinion that Western Australia should pronounce upon the Bill as it stood, and therefore a special session of Parliament was called early in May, 1900, for the purpose of once more considering the Federal Enabling Bill. This time the Bill was assented to by both Houses and provision made for the poll to be taken on July 31. This, as we shall see, was done, with a result that exceeded even the wildest hopes of the Federal Party.

The regular session of the year did not begin until late in August, and prior to it some changes had taken place. Mr. Leake was no longer present either as Leader of the Opposition or as member for Albany, having resigned both positions earlier in the year. His place at the head of the Opposition was taken by Mr. F. Illingworth. Another resignation was that of Mr. Piesse, who relinquished his portfolio as Commissioner of Railways and Director of Public Works owing to a difference of opinion with his colleagues in regard to

the recognition of the Railway Employees' Association. Mr. Piesse was succeeded by Mr. B. C. Wood. During the session close scrutiny was exercised over the financial proposals of the Government. It was held generally that on the eve of a general election, and in face of a doubt as to the financial effects of federation on the colony, it would not be politic to commit the colony to any extensive public works scheme, especially as the Treasurer was more than likely to leave State politics for the wider field of action of the Federal Parliament. The rejection of the Coolgardie to Norseman Railway Bill may be attributed in part to this feeling, but there is no doubt that a still greater reason was the fear that such a railway would be the first step toward making Esperance the port of the goldfields—a step that the vested interests in Perth and Fremantle viewed with alarm. Still the session was not barren of results. Payment of members was authorized, a Public Service Act of a kind was passed, the laws relating to municipalities were consolidated and improved, and, most important of all, an Industrial Conciliation and Arbitration Act, on the lines of the New Zealand measure, and designed to effect the peaceful settlement of industrial disputes without recourse to strikes, was placed upon the Statute Book. A Conciliation Board consisting of one representative each for employers and employed, with an independent third member as umpire, was provided for, and in case the dispute could not be settled in that way an Arbitration Court consisting of a representative of each side, presided over by a Supreme Court Judge, was established to settle wages and frame conditions of employment. This Act was superseded by a more comprehensive measure passed in 1902. As generally happens with experimental legislation, the career of the Act has been somewhat chequered, but on the whole it has proved a successful innovation.

With the close of 1900 Western Australia's career ended as a colony and it began a new era as one of the six States of the Commonwealth of Australia. In order to afford a correct appreciation of the abnormal conditions existing in the colony between 1891 and 1900 the gold discoveries and the consequent mining development have already been referred to at length, but it is necessary to also point out that the mineral discoveries of the period were not confined to gold. Tin had been found at Greenbushes in 1888, and during the succeeding years up to 1894 the deposits were worked with satisfactory results, after which the industry seemed to languish until 1898, when serious work was again undertaken. Meantime other discoveries of the metal had been made in widely separated localities, but from only one of them (Marble Bar) was there any appreciable production. The copper and lead mines, some of which had been in existence for many years, were not worked with any degree of energy,

except in those few districts where gold was found in conjunction with copper. In 1891 and 1892 the Whim Well lode gave good results, and from 1899 there was a distinct revival in copper-mining, but owing to difficulties in the way of transport and expense in producing the ore the industry has always been subject to great variation. If those barriers could be overcome there ought to be a good future for Western Australia in copper-mining, as the ore is plentifully scattered over the whole State, being found throughout the north-west, on the eastern goldfields, and in the south-east, in the neighbourhood of Phillips River. Several other metals and minerals were also discovered during these years, such as silver, iron, tantalum, mica, and asbestos; but none of them have so far repaid working on any large scale. In fact, it is commonly said that somewhere in Western Australia traces may be found of almost any mineral, metal, or precious stone that could be mentioned.

One other certainly does exist, and has for many years been worked as a profitable concern. As far back as 1846, owing to certain specimens being found, the question was raised whether coal existed in Western Australia. Indications were found from that time on at various localities on the Irwin, Murray, and Fitzgerald Rivers. Expert opinion pronounced those from the Murray and Fitzgerald as valueless, but considered the Irwin River bed worth further examination. In 1879 the Government voted £100 to test the coal in the north branch of this river, but the Rev. C. G. Nicolay, who inspected the seams, pronounced the coal of poor quality, and the field was abandoned. Nearly ten years later Messrs. Bell and Eliot found in another branch of the river specimens which the Government Geologist pronounced to contain true coal measure fossils, and likely to have a commercial value when the colony had more use for the product. A company—the Fremantle Irwin Coal-mining Company—was thereupon formed and a shaft sunk, but the results did not come up to expectations, and that, too, was in turn given up. Another locality which had from time to time been mentioned as possibly coal-bearing was on the Collie River, about 25 miles east of Bunbury. In 1889 Mr. David Hay, of Bunbury, set out to prospect the district. With a party he sank shafts here and there, and in places found what appeared to be good seams. One of these being over 11 ft. thick, a syndicate was formed in Bunbury to work it and a new shaft put down, without, however, yielding any result.

The next attempt was made by a South Australian syndicate in 1891 with the same want of success. Two shafts were put down, one of which struck granite and the other filled with water. In the same year Dr. Robertson, a coal expert from New South Wales, was engaged by the Government to make an examination. He

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found it impossible to do this owing to the shafts being full of water, but obtained sufficient samples to justify him in advising the Government to test the field by boring. This advice was accepted, and in 1892 Mr. Pendleton, an experienced colliery manager, was sent out in charge of a party to conduct boring experiments. The result was that coal was found in several places, the estimated area of the field being about 100 square miles. The Government formed the idea of having a State mine, and in furtherance of that idea about 300 acres were reserved and operations started. About 1,000 tons were raised during the next two years and trials of a satisfactory nature made on the Government railways. It was then decided to build a railway to the mine, and development was stopped pending that being constructed. Before the railway was completed the idea of a State mine was abandoned and the property let under contract to Mr. H. M. Deakin. The reopening of this mine, which took place in 1898, stimulated private activity, with the result that various companies started operations, and by the end of 1900 many thousands of tons of coal, more or less satisfactory in nature, had been placed upon the market.

The actual value of tin, copper, and coal produced during the decennial period 1891-1900 may be seen from the following table:—

Year.	Tin.	Copper.	Coal.
	£	£	£
1891	10,200	4,462	—
1892	13,843	8,696	—
1893	11,134	608	—
1894	15,274	—	—
1895	9,703	12,952	—
1896	4,338	100	—
1897	3,275	1,033	—
1898	2,760	4,286	1,761*
1899	25,270	41,461	25,951
1900	56,702	33,937	54,835

\* Up to 1898 inclusive.

The gold discoveries changed the face of Western Australia. Not alone did they prove that great wealth lay in the country, but they brought to it an enormous amount of foreign capital, and what was of infinitely greater value—the bone and sinew of other lands. Population grew apace, trade expanded, old industries opened out and new ones arose—in fact, from being a slow, backward, and practically unknown community in 1891 Western Australia in 1900 was known the world over as a country of immense wealth, of progressive ideas, and of almost boundless possibilities. The population had risen from 53,279 to 179,708, the revenue of the colony from £497,670 to £2,875,396 and the expenditure from £435,623 to £2,615,675, the imports from £1,280,093 to £5,962,178 and the exports from £799,466 to £6,852,054, and the area under crop from 64,210 acres to 201,338 acres. Apart from gold the greatest expansion of trade occurred in the timber in-

dustry, the export value rising during the ten years from £89,176 to £458,461.

It is satisfactory to note that during all this period of feverish activity in so many directions the Premier never lost sight of the permanent advantages that would accrue to the colony through a wise and progressive policy of land settlement. Gold he looked upon as an uncertain factor at any time, but agriculture was a permanent asset, and if undertaken with vigour a never-failing source of prosperity for the colony. The land regulations of 1887 offered certain inducements, but Sir John Forrest in 1893, with the Homesteads Act, went far beyond anything even suggested in the regulations. Under that Act any person being the sole head of a family or a male over eighteen years of age who did not own more than 100 acres of land might select within certain boundaries a homestead farm of 160 acres, of which, provided he observed certain conditions as to improvements, he received the fee simple at the end of seven years. In order to assist those who settled on the land an Agricultural Bank Act was passed in the following year. Under this Act persons improving their holdings may borrow on the value of the improvements so as to further extend the sphere of their operations. Convinced that even these concessions were not sufficient to ensure agricultural development on a large scale, the Parliament in 1898 passed a comprehensive Land Act by which land might be acquired under a conditional purchase system upon terms that were so easy as to be within the reach of anyone prepared to take up selections and develop them. The advantages of the system had not had time to give any appreciable result before the end of 1900, but subsequent results have more than justified the policy of the then Premier, and have proved that on the land question, as on so many others, he showed a statesman's wisdom.

The discoveries of gold drew attention to the fact that there were still large stretches of country in Western Australia of which nothing whatever was known, and revived that spirit of exploration which had been so prominent a feature of the colony's early history. In 1890 Sir Thomas Elder, of Adelaide, offered to defray the expenses of a thoroughly well-equipped expedition, which should consist largely of scientific men, and whose work should be to examine those portions of South and Western Australia lying between the tracks of Forrest, Gosse, Giles, and Warburton, and keep a strict look out for traces of Leichhardt's party. The leadership was conferred upon Mr. David Lindsay, with Mr. L. A. Wells as second in command. The other members were Dr. F. J. Elliot, F. W. Leach, V. F. Strcich, R. Helms, R. G. Ramsay, A. P. Gwynne, C. A. Dowden, and A. Warren. The expedition left Adelaide in April of 1891 and made for the interior. The farther they proceeded the more evident it became that owing

to the prolonged drought it would be impossible to carry out the original programme. Water was practically unobtainable, and Lindsay was compelled, under circumstances of very great difficulty and no little danger, to shape his course for the Victoria Springs, where Giles had found good water. Even these were dry, and the party had to push on to Fraser Range, where they at last found ample water and good grass feed for the camels. From there Lindsay made a trip to Esperance and suggested to the Adelaide Geographical Society that as the original idea could not be carried out on account of the drought the party should proceed to the Murchison. This was agreed to and a new start made. Even then it had to strike westward to avoid the drought-stricken area, and in the course of its journeying crossed Dundas and arrived at Southern Cross. From there Lindsay made for the Murchison, but on arrival serious disagreement occurred with the scientific members of the expedition, through which the latter resigned and Lindsay was recalled to Adelaide. Wells was left in charge for the time being, and made flying trips of some value. As to useful results, however, the expedition, owing to these dissensions, was a comparative failure.

A further exploration was made by Mr. Wells in 1896 as leader of the Calvert Exploration Expedition, which left Lake Way in July to examine the country between the East Murchison and Fitzroy Rivers.

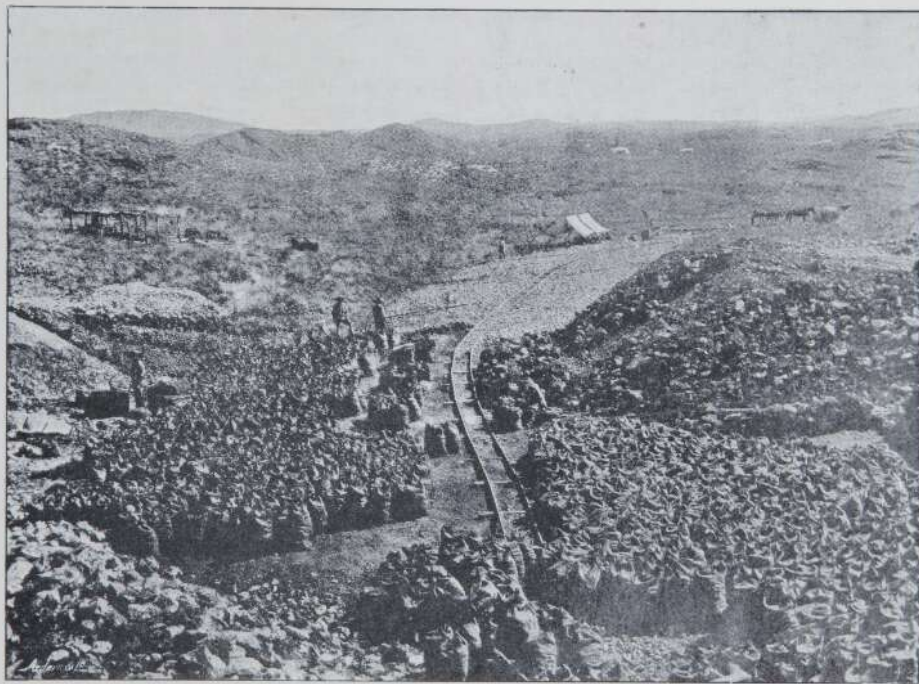
Adopting a north-easterly course, a depot was formed in latitude  $25^{\circ} 54'$  south, longitude  $122^{\circ} 20'$  east, excellent waterholes and fair country existing in the neighbourhood. The period between August 10 and September 8 was occupied in a flying trip north-east through Mount Bates, on a dry stage of 200 miles, till a good well was found in latitude  $23^{\circ} 23'$  south and longitude  $124^{\circ}$  east, whence a return was made *via* Giles' 1876 route. Leaving the depot finally on September 14, the party at length reached Separation Well. Thence travelling along the meridian of Joanna Springs, and subsequently upon reaching that point north-north-east, it struck the Fitzroy River, a little north-west of Mount Tuckfield, on November 6, a distance altogether from Mount Bates of 500 miles. Most of this was the usual spinifex and sandridge country, and the last 300 miles were almost destitute of camel feed or water—in fact, it was compelled to abandon five beasts, and had the greatest difficulty in saving the others.

At Separation Well Messrs. C. F. Wells and G. Lindsay Jones were, on October 11, sent on to examine the country bearing west-north-west for 80 or 100 miles, and thence north-east to cut their leader's track about 30 or 40 miles south of Joanna Springs. On his arrival at the rendezvous six days later than had been expected, not finding the two men, Mr. L. A. Wells naturally concluded that they had arrived previously, and been compelled to push on to the Fitzroy. The fate of the

unfortunate men was afterwards ascertained, their bodies being found by Wells some months afterwards 14 miles west-south-west of the Springs. Their journal disclosed the fact that, being unable to proceed owing to the heavy nature of the country, they retraced their steps, and striking the expedition's track followed it northwards, only to perish from want of water about November 15.

As soon as the news reached Perth that two of the party were missing energetic efforts were put forth by the Western Australian Government, and on December 19 Mr. W. F. Rudall left Braeside Station, on the

party engaged on this expedition was also driven back owing to the insuperable difficulties encountered. Rumours, supplied by natives, of straying camels, etc., having reached Rudall it was considered wise to make a further search to the south of the Oakover River, and accordingly, on February 7, 1897, he again set out. The course of the river being followed for some distance, the latitude of the tropic of Capricorn was reached, and in longitude  $120^{\circ} 10'$  east the bodies of two men, supposed to have been murdered by natives, were discovered. Returning *via* Roy Hill Station to Nullagine a report of the find was sent to Perth, but after



WHIM WELL COPPER MINE, WEST PILBARA, 1900.

Oakover River, in charge of an expedition to follow up the river and its branch, the Davis, thence striking eastward to cut the tracks of the missing men.

After leaving Christmas Pool, some distance south-east of Mount Macpherson, Rudall, guided by blacks, came upon a camp into which footsteps, supposed to be those of the persons sought, were traceable. Here, unfortunately, all tracks were lost, and he was reluctantly obliged, through his camels failing him, to return to his starting-point. He immediately organized a second trip, but after strenuous though fruitless efforts the

due consideration and medical examination it was decided that the remains were not those of the missing explorers, and a final attempt was made to solve the mystery surrounding the fate of the two men. Rudall, leaving Braeside Station on April 9, visited Separation Well, and attained a point 60 miles South of Joanna Springs before returning to Braeside, which was finally reached on June 23. Although these journeys proved unsuccessful in their object, it cannot be said that the work was fruitless, since Rudall had travelled over an area of 23,000 square miles, and had obtained a large



amount of information not previously possessed concerning the physical features of the country examined.

From June 17 to September 13 of the same year Mr. A. Mason, a Government officer, was engaged in examining the south-eastern district of the colony, lying between Kurnalpi and Eucla, into portions of which rabbits were supposed to have penetrated. He claimed to have discovered millions of acres of some of the finest pastoral and agricultural country in the world, but reported a very poor supply of surface water.

The year 1896 was a notable one in Western Australian exploration, as in July still another expedition, equipped and led by the Hon. David W. Carnegie, left Doyle's Well, some 50 miles to the south-east of Lake Darlot, to strike across the continent in a north-easterly direction in the hope of discovering either gold-bearing or pastoral country in the area lying between latitudes 19° and 28° and longitudes 122° and 129°, an area which up to that time had been traversed only in an easterly or westerly direction. The expedition travelled over some 3,000 miles of country, and from the waterless nature of most of it proved that a direct stock route between Kimberley and the North Coolgardie goldfield was impracticable. Except for very isolated patches no auriferous country was discovered. This northern country was also traversed in various directions between 1896 and 1898 by Mr. Frank Haun, a Queensland squatter, who added considerably to the geographical knowledge of that portion of Western Australia.

While all these abnormal developments were taking place in every phase of local activity and industry, wider issues affecting the whole of the Empire rose above the horizon and ultimately affected every colonial dependency of Great Britain—the South African war of 1899-1902. The reverses suffered by British arms in the early stages of that war and the offensive attitude adopted by some Continental nations roused in the colonies a spirit of intense loyalty and patriotism, and from them all without exception came offers of assistance to the Motherland. Western Australia joined with the other Australian States in sending out, in quick succession, contingent after contingent of picked men, who more than justified the belief that their services would be of value. The first contingent of 125 men with five officers—Captain Moor, Lieutenants Parker, Darling, and Campbell, and Surgeon-Major McWilliams—left Perth on November 4, 1899, *en route* to Albany to join the transport "Medic." Before they arrived at the scene of the war it became evident that if the Boers were to be subjugated strong reinforcements of troops must be provided by Great Britain. A second contingent was therefore asked for, to consist of 200 mounted men—a class of soldier at first refused by the authorities—and these left Fremantle early in February, 1900, having as officers Major Pilkington, Lieutenants

McMasters, De Castilla, Harris, and Inglis, and Surgeon-Captain J. M. Y. Stewart. By this time it was generally conceded that a force of men skilled in bushcraft would prove of great assistance, especially against a people much of whose success was due to an intimate knowledge of the country, and the next step was the formation of a Bushmen's Contingent, carefully selected for their knowledge of the bush and their skill as horsemen. The officers selected for this company were Major Vialls, who possessed both Indian and colonial experience, Captain Hurst, Lieutenants Ord, Thunder, Gledhill, and Vernon, and Surgeon-Captain Ingoldby. They left for the front in the following March. Then came a new departure. All the previous contingents were purely Australian, but it was decided that the fourth unit should merge in the Imperial army. This consisted of 120 men, who had as officers Major Rose, Captain Newland, Lieutenants Barnes, Vernon, Hume, and Williams, and Surgeon-Captain Gibson. They sailed in May, 1900, and were intended to form the colony's final contribution, but circumstances arose that made further drafts advisable if not necessary. A fifth contingent, consisting of 210 men and fourteen officers, under the command of Captain Darling, with whom were associated Captain Flynn (as surgeon), and Lieutenants Brown, Downes, Scott, Davis, Ochiltree, Messer, Griffiths, Sherard, Forbes, Forrest, and Williams, was therefore dispatched by the "Devon" in March, 1901, and was followed in April by a sixth, consisting of 232 in all, under the command of Captain J. Campbell, who had with him Captains Reid (surgeon) and Williams, and Lieutenants Young, Hawkins, Bardwell, Maley, Bell, McCormick, Clifton, Reid, Woodrow, and Wright. With the departure of this unit further enrolment ceased. The colony had contributed in all fifty-one officers, two warrant officers, and 869 men—a total of 922. So far from indulging in a picnic, as the celebrated Sudan contingent had done, the Australian soldiers found themselves on serious service bent, and most of them before they returned had a practical knowledge of what actual warfare meant. As might be expected, being of British stock, they performed their duties faithfully and well, and proved that notwithstanding carping criticism Australia did not breed degenerates. Four Western Australian officers—Major H. Moor, and Lieutenants A. A. Forrest, G. H. Hensman, and S. Stanley Reid—were killed in action, or so severely wounded that they died shortly afterwards, and the roll of privates who laid down their lives for their country numbered well into the thirties. While the offer to send help to Britain in South Africa was a new expression of colonial patriotism, its acceptance was a fresh departure in Imperial politics, and its result has been a lesson to foreign nations that the Imperial unity of Britain in face of danger is a reality to be always taken into account.

CHAPTER XVII.

FEDERAL MOVEMENT IN WESTERN AUSTRALIA.

For very many years the people of the various Australian colonies had been viewing with increasing favour the conception of a Federated or United Australia, though the earliest proposal to bring about this result, put forward by Earl Grey in 1847, had met with strenuous opposition. It was thought at the time by the colonies that the many and varying interests, very diversified in their nature, did not make for an amalgamation of their respective Governments. The widely separated colonies, extending in their geographical position from the tropics to the temperate zone, made it

extremely difficult to put forward any concrete example that would act with justice and fairness in regard to legislative facilities and equal rights. The differences of opinion in regard to the economic legislation then existing, which in the case of New South Wales and Victoria were in matters relating to the tariff as wide as the poles, only accentuated this feature. In fact, the "war of the Customs" appeared to be an almost impassable barrier to the hopes of those to whom the broad value of federation appealed in its widest Imperial sense. However, the Imperial Government, recognizing that the future must widen the views of many, and that time would probably bring about the desired result,

incorporated the broad principle of federation in the Australian Government Act of 1850. At the time of the appointment of Sir Charles A Fitzroy to the Governorship of the Mother State he received a further commission as Governor-General of Australia, the official rank of all other Australian Governors being that of Lieutenant-Governor. This further commission, granted to the holder of the Governorship of New South Wales, was certainly not meant to be barren of power and privileges, for the Governors of other colonies were to be superseded in their duties by the temporary residence of the Governor-General in their territory.

Sydney was the Federal Capital, and it was only on

the strong representations of the residents of Melbourne and Adelaide in regard to the inconvenience this would cause which led to these powers and privileges falling into disuse. At this stage it is idle to speculate, but we can wonder at what might have been the result if Sydney, Melbourne, and Adelaide had been connected by rail as they now are. However, the distinctive title of Governor-General in regard to the Governor of New South Wales was retained until 1861, but it was not at any time more than an empty honour which carried no real power. The incident is mainly instructive in

showing how strongly the Colonial Office held to the federal sentiment and how clearly the future was outlined.

The keen competition between the colonies during the years which immediately followed the first essay of the Imperial Government to bring about a federation of the Australian group apparently widened the differences between them, and federation appeared as the vague dream of a few visionaries, and certainly not within the realm of practical politics. A section of the British public, more than a little dominated by the opinions of the Royal Colonial Institute, still clung tenaciously to the hope of a Federated Australia, and the visit to England in 1882 of Sir Henry Parkes, the

New South Wales statesman, led to a recrudescence of the previous agitation. The fault of this section of the Royal Colonial Institute was that in its enthusiasm for Imperialistic sentiment it failed to recognize the difficulties that the fiscal question and its settlement would place in the way of this much-to-be-desired result. Even now ultimate federation was clearly recognized, and thinking men throughout Australia saw that the time was fast approaching when this hitherto visionary ideal would become "the question of the hour" in practical politics.

Previous to the visit to England of Sir Henry Parkes he had drafted a Bill embodying a scheme for the federation of Australia, but this proposal did not



SOLDIERS' MEMORIAL, KING'S PARK.

meet the views of the other States and came to naught. In 1883 Sir Samuel Griffith drafted the Bill which in 1885 created the first Federal Council, and this was probably the original active step toward the federation of the colonies of Australia into the Australian Commonwealth.

The members of the Council met in Hobart in 1886 for the first time, the appointment of the delegates to the Council having been sanctioned by an Imperial Act. The plan of federation did not satisfy the wishes of Sir Henry Parkes, who maintained that unification in the best sense would not be the outcome of the deliberations of this body, and he therefore promulgated a rival scheme of a comprehensive nature. With his usual determination Sir Henry, who was now definitely committed to the policy of federation, threw all his personal influence into the scheme, and secured for it that popular favour which alone could command success, thereby dooming the other movement to failure. The previous attitude of Sir Henry Parkes toward the Federal Council of Australasia had been one that was not calculated to inspire confidence in the minds of the statesmen of the other colonies, and his efforts at this period were viewed with some suspicion in Victoria. Only a short time previously he had attempted to appropriate the national title of "Australia" for New South Wales, and perhaps the report of General Edwards on the need of federal action in national defence had a good deal to do with the alteration of Sir Henry's views on the subject of federation. Ultimately, however, all jealousies and difficulties were overcome, and an Intercolonial Conference was held in Melbourne during February, 1890. To what extent the success of the movement was due to the splendid patriotism of Sir Edward Barton, afterwards the first Prime Minister of the Commonwealth, and now its senior Puisne Judge of the High Court, it would be hard to say. Sinking all political differences of a local nature Barton threw himself heart and soul into the federal agitation in New South Wales, proving that he possessed the large-heartedness of the statesman and the unselfishness of the true patriot.

At the Intercolonial Conference held in 1890 the far-reaching proposals of Sir Henry Parkes triumphed over the more timid suggestions of the Federal Council, and the federation ideal of Australia assumed a more concrete and tangible form. A resolution was carried to the effect that, in the opinion of the Conference, the best interests and the present and future prosperity of the Australian colonies would be promoted by an early union under the Crown, and that the members of the Conference should take such steps to induce their respective Legislatures to appoint, during the year, delegates, not exceeding seven in number from each colony, empowered to consider and report on an adequate scheme for a Federal Constitution. The legislative

authority of the previous Federal Council had no doubt paved the way for this larger measure of progress, and though the invitation of the Conference of 1890 must be credited to the efforts of Sir Henry Parkes, the earlier promulgation of the broad principles of federation was due mainly to the actions of the Federal Council.

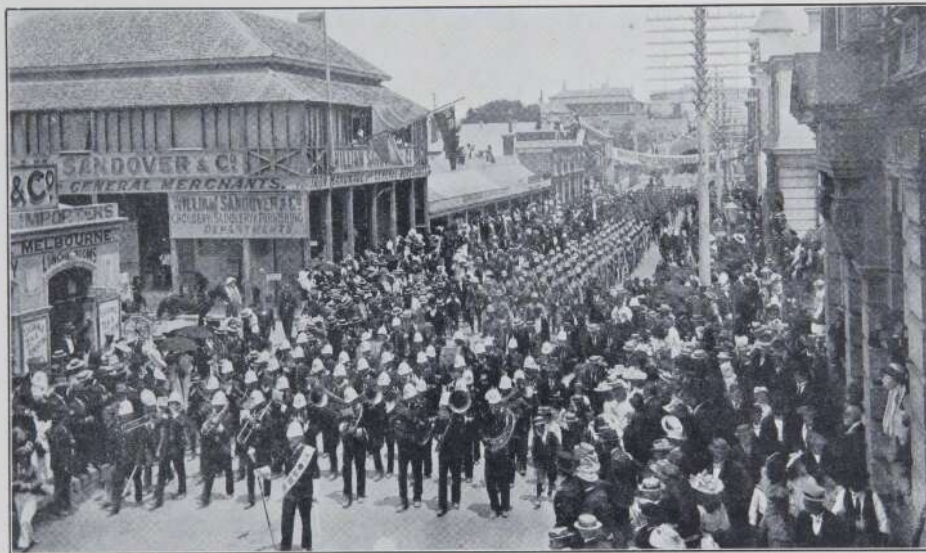
The Legislatures of the different colonies approved of the proposals of the Conference, and the following year witnessed the gathering together in Sydney of the seven delegates from each of the colonies of New South Wales, Victoria, New Zealand, Queensland, South Australia, Tasmania, and Western Australia. The State of Western Australia was represented by the Hon. Sir John Forrest, the late Mr. W. E. Marmion, the late Sir J. G. Lee Steere, who had represented the State in the Conference of 1890, Mr. J. A. Wright, Mr. (now Sir) J. W. Hackett, Mr. A. Forrest, and Mr. W. T. Loton. The delegation, designated the National Australasian Convention, met on March 2, 1891, and terminated its labours on April 9. One result of its deliberations was the passage of a Bill which formed the draft for the Constitution of the Commonwealth of Australia. However, the time was not yet sufficiently ripe for the federation of Australia, and especially in New Zealand and Fiji was this feeling pronounced. Neither of these colonies accepted the Constitution as drafted, and the attitude they adopted has been preserved by them ever since. It would almost appear as if the labours of the Convention of 1891 had been abortive, for in none of the colonies was the draft of the Constitution there drawn up accepted, yet the Bill then passed formed to some extent the basis of the Constitution which became law nine years later, proving that the work of the Convention had not been altogether in vain.

The condition of Western Australia, as the least populous colony, was realized by all its politicians, and it was recognized that any scheme of amalgamation would need very careful consideration before the opinion of the electors could be sought finally on this most important movement. The great expansion due to the finding of gold in payable quantities helped to accentuate this feature, and the expression of Sir James Lee Steere at the Convention of 1890, that the colony could not afford to sacrifice her existing tariff, was becoming more strongly justified. Thus at the outset the differing fiscal policies of the various colonies, together with the fact that the two most populous—New South Wales and Victoria—were diametrically opposed, only made the position more difficult and embarrassing. During the four years following the National Australasian Convention no active steps were taken in regard to union, though the question of a Federated Australia occupied a more or less prominent position in the minds of the people, who were gradually becoming educated in this most important development.

In 1895, however, the question, which had been brought forward by a meeting of the Federal Council in Hobart two years earlier, was again keenly scrutinized, for a meeting of Premiers was held in the same city called by the Premier of New South Wales, Mr. G. Reid, to discuss the question. After careful consideration of the whole subject this Conference decided to again form a Convention, which should be a purely elective one, chosen by the electors in each colony, for the purpose of framing a Constitution under which it would be possible for the various Australian colonies to federate. The then Western Australian Premier, Sir John Forrest, objected to the proposal of an elective Convention to frame another Bill for the pur-

formation of these measures, though if that colony desired it was to be included in the Convention.

The provisions of the Enabling Bill were accepted by New South Wales, Victoria, South Australia, and Tasmania, each of whom sent ten representatives, to whom was given the onerous responsibility of framing a Constitution to meet the varying needs of the Australian nation. To this Convention Western Australia also sent ten representatives, but they were chosen by the two Houses of Parliament sitting together, and therefore were only to a certain extent the chosen of the people. The ten Western Australian representatives to this Convention of 1897, which commenced its labours in Adelaide in March of



THE SECOND CONTINGENT AT FREMANTLE

pose of union, holding that the draft Commonwealth Bill of 1891 should be first submitted to the Parliaments of the various colonies interested, and any amendments made by them referred to a second Convention, to be appointed after a general election.

Eventually, however, Western Australia met the wishes of the other States and accepted the draft of the Enabling Bill prepared at the Premiers' Conference by the Premiers of Victoria and South Australia. This Bill provided for a convention of ten representatives from each of the conferring colonies, and these were charged with the duty of framing a Federal Constitution. New Zealand took no active part in the

that year, were Sir John Forrest, K.C.M.G. (Premier); Sir James G. Lee Steere (Speaker); Messrs. G. Leake, M.L.A. (Leader of the Opposition); F. H. Piessé, M.L.A. (Commissioner of Railways); J. W. Hackett, M.L.C.; W. T. Loton, M.L.A.; W. H. James, M.L.A.; A. Y. Hassell, M.L.A.; R. F. Sholl, M.L.A.; and J. H. Taylor, M.L.C. Without unnecessary delay the business of drafting a Constitution Bill was proceeded with, and the Convention applied itself to the important duty of reconciling the many conflicting interests that hitherto had prevented the ideal of federation reaching fruition. In the first session a series of resolutions, based mainly on those of the Convention of 1891, was moved

by Mr. Barton on March 23 and debated till the 31st of the month. The following are the resolutions which were agreed to:—

That in order to enlarge the powers of self-government of the people of Australasia it is desirable to create a Federal Government which will exercise authority throughout the federated colonies, subject to the following principal conditions:—

- I. That the powers, privileges, and territory of the several existing colonies shall remain intact, except in respect to such voluntary surrenders as may be agreed upon to secure uniformity of law and administration in matters of common concern.
- II. That after the establishment of the Federal Government there shall be no alteration of the territorial possessions or boundaries without the consent of the colony or colonies concerned.
- III. That the exclusive power to impose and collect duties of Customs and excise and to give bounties shall be vested in the Federal Parliament.
- IV. That the exclusive control of the military and naval defences of the federated colonies shall be vested in the Federal Parliament.
- V. That trade and intercourse between the federated colonies, whether by land or sea, shall become and remain absolutely free.

Subject to the carrying out of these and such other conditions as may hereafter be deemed necessary, this Convention approves of the framing of a Federal Constitution, which shall establish:—

- (a) A Parliament to consist of two Houses, namely, a States Assembly or Senate, and a National Assembly or House of Representatives; the States Assembly to consist of representatives of each colony, to hold office for such periods and to be chosen in such manner as will best secure to that Chamber a perpetual existence, combined with definite responsibility to the people of the State which shall have chosen them; the National Assembly to be elected by districts formed on a population basis; and to possess the sole power of originating all Bills appropriating revenue or imposing taxation.
- (b) An Executive, consisting of a Governor-General, appointed by the Queen, and of such persons as from time to time may be appointed as his advisers.
- (c) A Supreme Federal Court, which shall also be the High Court of Appeal for each colony in the federation.

In the Bill was fixed a basis for distributing the surplus revenue of the Commonwealth during the following three periods:—

1. Before the imposition of uniform duties.
2. For five years after the imposition of uniform duties.
3. Subsequently.

For the periods set out above the following distribution was agreed upon:—

1. Whilst the existing tariffs in each State still remained in force each State was to be credited with the amount of revenue collected in it from the Customs and excise duties and the performance of services transferred to the Commonwealth. On the debit side each State was to be responsible in respect to the expenditure on the Customs and other services, and also with its proportion of the total cost of the Commonwealth on a population basis, in regard to purely original Commonwealth expenditure. The balance remaining to be paid monthly to each State.

2. For a period of five years after the establishment of Customs and excise duties on a uniform basis the expenditure was to be charged in the same way, and the revenue and expenditure balanced on the basis of its income from these sources. However, the federal tariff and intercolonial freetrade would bring about a peculiar state in regard to the consumption of dutiable goods, and an interchange was so made that the consuming State of such dutiable goods should be credited with the duty collected on such goods, even if the duty had not been originally paid in such State.

3. After the period mentioned all expenditure was to be charged and all surplus revenue disbursed on a population basis.

The Convention had certainly done much to bring about the desired federal issue, and when it adjourned on April 22 the ways and means of Australian unity had been clearly outlined. The adjournment was until May 2, but it was further adjourned until September 2. Meantime the local Legislature of Western Australia had met to consider the draft of the Bill, and after discussion it was found desirable to make a few amendments. It was thought necessary that before entering into the union a guarantee should be given for the return of surplus revenue to each individual State, and the sliding scale of distribution was struck out. Then, again, the House objected to the method of the ultimate distribution of revenue, and for the *per capita* system it suggested one in favour of a return in proportion to contribution.

The Convention again met in Sydney on September 2, and the personnel of the Western Australian representatives had undergone some change, Messrs. Piesse, Loton, Sholl, and Taylor being replaced by Messrs. H. Briggs, F. T. Crowder, A. H. Henning, and H. W. Venn, M.L.C., the new members being all taken from that House, the franchise of which was still restricted. The Bill as it then stood had come in for some trenchant criticism during the interim between the sessions, and it was now very apparent that the varying interests of the States were still a long way from settlement. The main stumbling-blocks to a clear issue appeared to be the fiscal problem as it would affect the financial issue in New South Wales and Western Australia, one State having long before accepted the principle of intercolonial freetrade, while a good deal of the revenue of the other was collected from imposts on the intercolonial trade. The position at first appeared wellnigh insurmountable, for the abnormal condition of affairs in Western Australia, with its large unsettled mining population, required special treatment, and to meet these needs some fairly equitable measures would need to be designed. After discussion a Finance Committee of the Convention was formed to bring forward some suggestion by which the difficulty might be overcome, and on September 24 the Convention adjourned to meet for its final session on January 20, 1898, in Melbourne,

by which time it was hoped the rough places would be made smooth.

The session which opened in January, 1898, proved of some length, and it was found that the report of the Finance Committee practically reverted to the plan proposed in 1891, by which each State was ensured of a return of surplus revenue on the basis of its contributions for five years, leaving the ultimate mode of distribution to the Commonwealth Parliament. To meet the case of Western Australia a special recommendation was made providing that any deficiency in the proportional amount in regard to that State would be made good by the Commonwealth. As was clearly to be expected, this view was not upheld in regard to the latter proposal, and it was decided that for a period of five years Western Australia would be allowed to impose gradually diminishing Customs duties on intercolonial imports. The Draft Bill as it now stood was accepted by the Convention, and nothing remained but that it should be submitted to a referendum of the people, and then receive the final ratification so far as Australia was concerned. In the first referendum Western Australia did not participate, as there was a growing feeling that in many ways the proposals as they then stood were inimical to the best interests of the State. The five other colonies in the group took a referendum, with the result that in Victoria, South Australia, Queensland, and Tasmania the Bill was accepted with decisive majorities. In New South Wales, however, the requisite number did not vote. At the request of the Premier of New South Wales a Premiers' Conference was held in Melbourne in 1899, and some amendments were introduced into the Draft Bill to satisfy the wishes and in some respect the vanity of New South Wales, but the concessions to Western Australia asked for by Sir John Forrest did not meet with the support of the Premiers. A second referendum was now taken in New South Wales and the adoption of the amended Bill was secured. Western Australia still held aloof, and the amended Bill was placed before the Parliament of the State, which appointed a Select Committee of the Legislative Assembly to report upon its effect on Western Australia. After some discussion the Committee reported to the Parliament, and it was pointed out that several safeguards for the State were essential before the measure should be accepted in Western Australia. Four amendments to the Constitution Bill were stated to be necessary, and it was proposed that these amendments should be submitted to the people in the form of amendments to the Bill, and at the same time the Bill as it was amended at the Premiers' Conference in 1899 should also be submitted.

The amendments were:—

1. That the colony should be enabled to divide itself into electorates for the Senate elections.

2. That the Federal Parliament should be empowered to authorize the construction of a transcontinental railway.
3. That for five years after the adoption of the federal tariff Western Australia should be allowed to impose her own Customs duties on intercolonial and other imports.
4. That Western Australia should be exempted for five years from the jurisdiction of the Interstate Commission.

The proposal to submit the Constitution Bill in its dual form to the electors was carried by the Legislative Assembly, but the Legislative Council could not arrive at an agreement, and the vote of the people was for the time being postponed. At this stage internal dissension arose in the State itself, the residents of the goldfields being very much in favour of the Bill, and deciding at a public meeting held at Kalgoorlie to present a petition to the Queen requesting that the Crown should exercise its prerogative and divide the colony into two separate States. Meantime another Premiers' Conference was held at Sydney in January, 1900, at which Sir John Forrest was present. Sir John fought hard for the interests of his State, but the five other Premiers, secure in the fact that the people of their States had passed the Constitution Bill, were averse to making any further concessions. It was thought—and free expression was given to the thought—that Western Australia would sooner or later be compelled to join in the confederation, and that the agitation on the goldfields would force the hands of the Western Australian Parliament in regard to placing the Bill before the electors. The large Goldfields Party in favour of the Bill was supported by a numerous section of the metropolitan districts in their advocacy of the Bill, and it was hardly possible to estimate the petition to the Queen as a mere party move. Meanwhile the Bill, which had been accepted by the five colonies, had been placed before the Imperial Government, and Mr. Chamberlain expressed a desire that delegates from the colonies interested should visit London and watch the passage of the Bill through the Imperial Parliament. The proposal was viewed with favour at a Premiers' Conference, and the following were chosen to represent their respective States in the Homeland:—

New South Wales—Mr. Edward Barton.

Victoria—Mr. Alfred Deakin.

Queensland—Mr. J. R. Dickson.

South Australia—Mr. C. C. Kingston.

In London these delegates were to be joined by Sir P. O. Fysh, who would represent Tasmania.

At once perceiving the value of a representation in London at this most critical period in the history of Australia the Government of Western Australia asked that it might be represented, and with the consent of the Secretary of State for the Colonies the request was granted. In fact, throughout the whole negotiations

the other colonies desired the presence of Western Australia in the union, but were not prepared to allow that State to dictate terms. Mr. (now Sir) S. H. Parker, Chief Justice for the State, was selected as delegate from Western Australia, and on March 30 he forwarded a memorandum to the Colonial Office embodying the amendment so tenaciously held to by the Legislature of the colony, for up to this time no expression of opinion by means of a referendum had been taken, namely, that Western Australia should be allowed for five years after the adoption of the federal tariff to receive the same Customs duties as were in force at the passing of the Constitution Act, such duties to be collected by the Commonwealth. After the lapse of a few weeks a conference took place at the Colonial Office, when Mr. Parker continued his advocacy of the Western Australian amendment, but on the conclusion of his argument withdrew from the conference. Even for the most ardent well-wishers of the federal cause the time was a period of grave anxiety; that which they expected to be accepted as read by the Imperial Parliament was, on the other hand, subjected to more than a little adverse criticism. Many of the objections of the Imperial Government to the Constitution Bill were withdrawn, with the exception of that relating to Clause 74. As drafted the clause was as follows:—

No appeal shall be permitted to the Queen-in-Council in any matter involving the interpretation of this Constitution, or of the Constitution of a State, unless the public interests of some part of Her Majesty's dominions other than the Commonwealth or a State are involved.

For a time it appeared as if the clause would prove a stumbling-block of more than ordinary magnitude. In Western Australia, where the Constitution Bill in any form had never been placed before the electors, the agitation for separation by the goldfields section of the colony had become very pronounced, and the petition drawn up, which contained 27,733 signatures, was forwarded to the Government on March 17. To add to the difficulties of the Government a further petition had been received from Albany for inclusion in the proposed new colony. Faced with these difficulties and under most trying conditions Sir John Forrest continued to urge the claims of Western Australia for recognition, and fully set out the reasons of the State for indemnity in case of anticipated loss. The question of the trans-continental railway had also not been overlooked, but in the light of subsequent events it is a pity that this view had not been more openly and strenuously urged at the Conference of Premiers. The matter had been made the subject of correspondence between Sir John Forrest and Mr. Holder, the Premier of South Australia, and the result could only be said to have in a manner promised that the railway would be constructed. Mr. Holder, on the part of South Australia, undertook, in the event

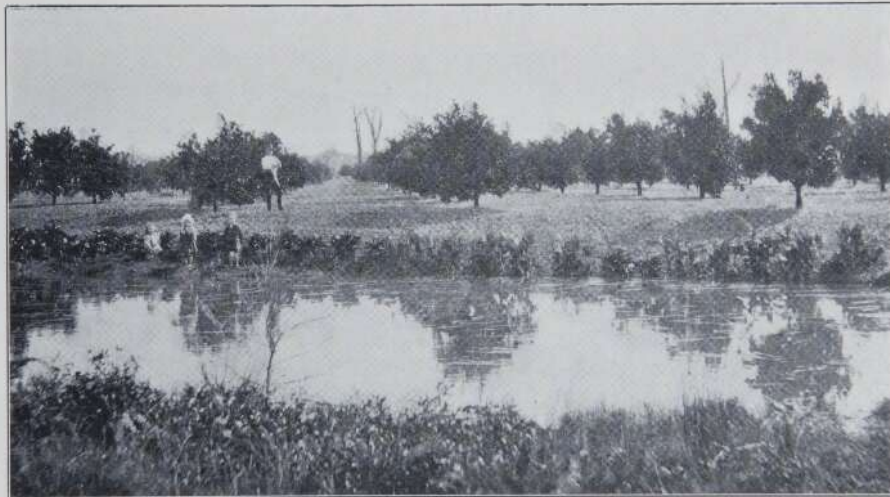
of the establishment of federation and the inclusion of both colonies as States in the Commonwealth, to pass a Bill assenting to the line stage by stage, simultaneously with the passing of a like Bill in Western Australia. On April 27 the Secretary of State, Mr. Chamberlain, telegraphed to Sir Alexander Onslow, who was then administering the government of the colony, urging upon the Government the desirability of Western Australia at once joining the Commonwealth, and pointing out the necessity for immediate action and value of becoming a partner in the federation on the basis of an original State; unless this was done the value of the clause giving protection for immediate financial loss would be lost.

The Government was now on the "horns of a dilemma." To delay might lead to disastrous results, more particularly when it was pointed out very strongly that the goldfields petition would be treated with sympathetic consideration in case the State stood out of federation. The result of the latter alternative on the colony was one that needed most careful consideration on the part of the opponents to the Bill. What effect this veiled threat had upon the immediate proposals in regard to the referendum on the Bill taken in Western Australia, and how far it accelerated that action, it is hard to say. Nevertheless, had the goldfields become a separate State and Western Australia remained outside the federal movement disaster must have necessarily ensued to that portion which still remained aloof. A reply to Mr. Chamberlain's telegram was dispatched stating that the Legislature would meet on May 17, when it was the intention of the Premier to at once introduce an Enabling Bill to provide for the submission of the Commonwealth Bill to the people. Thus after months of strenuous endeavour the matter of federation was to be decided by the people of Western Australia, and the tension was to a certain degree relieved. However, the question now brought forward some rather cynical recriminations, and it is difficult to estimate the extent of the pressure brought to bear upon some prominent politicians, which, whatever it may have been, was sufficient to make them retire from their position as avowed opponents, and take up that of ardent supporters of the federation they had hitherto strongly deprecated. We must not forget the fact that so far the people of Western Australia had never been allowed a direct voice in the matter, but the time was fast approaching when they were to speak with no uncertain sound. Meanwhile the passage of the measure through the House of Commons with amendments, including that to Clause 74, had begun. But the clause was strongly objected to by the Australian Parliaments, as also was the compromise on the clause which subjected the right of appeal to the Executive Government. The proposal to pass the Bill without amendment was urged for reconsideration, and eventually the Secretary of State so far gave way as to

allow Clause 74 to pass in the following amended form, which was acceptable to all parties:—

No appeal shall be permitted to the Queen-in-Council from a decision of the High Court upon any question howsoever arising as to the limits, *inter se*, of the constitutional power of the Commonwealth, or those of any State or States, or as to the limits, *inter se*, of the constitutional powers of any two or more States, unless the High Court shall certify that the question is one which ought to be determined by the Queen-in-Council. The High Court may so certify if it is satisfied that for any special reason a certificate should be granted, and thereupon an appeal shall be to the Queen-in-Council on the question without further leave. Except as provided in this section this Constitution shall not impair any right which the Queen may be pleased to exercise by virtue of her royal prerogative to grant special leave of appeal from the High Court to the Queen-in-Council. The Parliament may make laws limiting the matters in which such leave may be asked, but the proposed laws containing

which every adult male and female who had resided in the State for a period of twelve months should be allowed to exercise a vote on this all-important measure. The Bill now moved rapidly through its remaining stages, and on June 13 received the Royal assent. The battle now began, and the Leader of the Opposition, Mr. George Leake, who was President of the Western Australian Federal League, threw all his energies into the struggle. Both sides took the field in no uncertain manner, and the opponents of the measure used no indefinite language in painting the evils that would fall upon Western Australia when they should place their destinies in the hands of the more populous States. Agriculture was doomed, they said, and Western Australia would become the dumping-ground for the manu-



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any such limitation shall be reserved by the Governor-General for Her Majesty's pleasure.

The Bill as eventually brought before the Imperial Parliament passed both Houses without amendment, and Royal assent was given to the measure on July 9. On May 17 the Parliament of Western Australia met and the Enabling Bill was introduced. On the occasion of the second reading the Premier, Sir John Forrest, who had been one of its bitterest opponents in its present form, stated that he would vote for federation, but qualified his statement by announcing that he failed to see the value it would have for Western Australia in the immediate future. Originally it was intended that the referendum should be taken on the basis of the electoral rolls then in existence, but in response to pressure the Government decided to allow the new franchise, by

factures and produce of the Eastern States. How far this is true in regard to agriculture the present outlook in the State is sufficient answer, but manufacturing industry has undoubtedly suffered.

This is certainly not the place to enter into any discussion as to the effects of an assured federation on Western Australia, but a calm, dispassionate view of the situation must lead us to recognize that union has not been an unmixed blessing to this State. In many ways the earlier views of the opponents of the measure were without doubt correct, and when they waived parochial differences for the purposes of forming a United Australia, it must have been perfectly clear that for some considerable time at least the State would reap very little benefit. On the other hand, the sentiment of "one land, one people, one destiny" had a very great



influence in the minds of many of the dwellers of the coastal districts, for by no stretch of imagination can we consider that the goldfields were wholly influenced by the sentiment. The movement there was, to a certain extent, part of that agitation against the coast which, all political economists must admit, has been to a certain degree detrimental to the best interests of the State. On July 31, 1900, the referendum on this important measure was taken in Western Australia, and, as was clearly foreshadowed, the people of the State by a large majority decided to federate and join the Commonwealth of Australia.

The following table, abstracted from the Year-Book of Western Australia, 1902-4, gives an analysis of the voting throughout Western Australia:—

*Particulars of the Polling at the Referendum held on July 31, 1900, pursuant to the Australasian Federation Enabling Act, 1900.*

ELECTORAL DISTRICT.	No. of Persons who Voted.			No. of Votes Cast.		Majority.	
	Males.	Females.	Total.	For.	Against.	For.	Against.
Albany	589	412	981	914	67	847	...
Ashburton	90	6	96	60	36	24	...
Beverley	330	171	501	86	415	...	329
Bunbury	799	496	1,295	493	802	...	309
Canning	597	317	914	405	509	...	104
Coolgardie	3,312	1,191	4,503	4,337	166	4,171	...
Coolgardie, East	10,381	1,853	12,234	11,502	732	10,770	...
Coolgardie, North	2,306	489	2,795	3,715	117	3,598	...
Coolgardie, N.E.	3,298	534	3,832	2,655	140	2,515	...
De Grey	90	5	95	80	15	65	...
Dundas	646	200	846	816	30	786	...
Fremantle	627	182	809	532	277	255	...
Fremantle, East	1,342	784	2,126	1,322	804	518	...
Fremantle, North	1,177	790	1,967	1,289	678	611	...
Fremantle, South	2,021	905	2,926	1,544	1,382	162	...
Gascoyne	105	38	143	66	77	...	11
Geraldton	606	327	933	254	679	...	425
Greenough	244	185	429	18	411	...	393
Irwin	214	130	344	34	310	...	276
Kimberley, East	57	4	61	60	1	59	...
Kimberley, West	115	16	131	97	34	63	...
Moore	328	209	537	65	463	...	398
Murchison	167	89	256	27	229	...	202
Murchison, Cent'l	676	166	842	777	65	712	...
Murchison, North	638	42	680	397	283	514	...
Murchison, South	1,073	154	1,227	1,008	219	789	...
Murray	814	329	1,143	469	674	...	205
Nelson	688	201	889	402	487	...	85
Northam	994	432	1,426	593	833	...	240
Perth	2,718	996	3,714	2,386	1,328	1,058	...
Perth, East	1,162	786	1,948	1,128	820	308	...
Perth, North	1,380	880	2,260	1,416	844	572	...
Perth, West	2,388	1,078	3,466	2,678	1,388	690	...
Pilbara	313	4	317	308	9	299	...
Plantagenet	508	166	674	447	227	220	...
Roeboorne	98	18	116	98	18	80	...
Sussex	469	251	720	246	474	...	228
Swan	1,163	593	1,756	852	904	...	52
Toodyay	402	251	653	75	578	...	503
Wellington	942	334	1,276	581	695	...	114
Williams	690	273	963	214	749	...	535
Yalgoo	218	51	269	155	114	41	...
Yilgarn	496	102	598	460	138	322	...
York	480	329	809	139	670	...	531
Totals	47,731	16,760	64,491	44,800	19,691	25,109	...

Western Australia thus had become part of the Commonwealth, and the future alone could decide the wisdom of the step. If the matter of the transcontinental railway had been made an essential feature of Western Australia's acquiescence, then there could have been no doubt of the result, but even the most ardent federalist must admit that too much was allowed to rest on the goodwill of the other States. The delay in Western Australia had accomplished one object, for by its means the people of the State were the better fitted to pass an intelligent vote on this great movement. During the twelve months of the delay they had been educated to a far better understanding of the whole situation and the Bill. The issues involved, with their advantages and disadvantages, had been so thoroughly discussed that it is scarcely possible that a vote could have been cast in ignorance. The date for the inauguration of the Commonwealth was fixed for January 1, 1901, and the first Governor-General, Lord Hopetoun (afterwards the Marquis of Linlithgow), arrived on December 2, 1900, and on January 1, 1901, the first day of the twentieth century, he took the oath of office. Thus the question of federation being definitely settled nothing now remained but to take the necessary steps to carry out the provisions of the Commonwealth Bill.

The Constitution Act allows for each State to have six representatives in the Senate, and in March, 1900, the following were elected to the Senate for the State of Western Australia:—

- Hugh DeLargie,
- Norman Kirkwood Ewing,
- Edward Augustine Harney,
- Alexander Percival Matheson,
- George Foster Pearce,
- Miles Staniforth Smith.

Similarly at the same time were elected for the various electoral districts in the House of Representatives:—

- The Right Honourable Sir John Forrest, P.C., G.C.M.G., LL.D., for the District of Swan.
- James Mackinnon Fowler, for the District of Perth.
- John Waters Kirwan, for the District of Kalgoorlie.
- Hugh Mahon, for the District of Coolgardie.
- Elias Solomon, for the District of Fremantle.

The management of the Federal Customs was taken over on January 1, 1901, and the Post and Telegraph Departments on March 1 of the same year. Sir John Forrest was asked by Mr. Barton, who had become the first Federal Prime Minister, to accept the portfolio of Postmaster-General, but he afterwards relinquished it for that of the Defence Department.

The opening of the Federal Parliament was fixed for May 9, 1901, and the present King, His Majesty

George V., then Duke of York, had been commissioned by the late Queen Victoria to carry out this duty, and notwithstanding her death it was thought advisable that this most momentous occasion should be graced by the presence of Royalty in the person of a direct representative of the Throne. Consequently His Majesty

journeyed to Australia, accompanied by the then Duchess of York, the present Queen. With appropriate pomp and ceremony the opening of the first Federated Parliament of Australia was accomplished, and the Great South Land was launched upon her imperial destiny.

## CHAPTER XVIII.

1901-1912.

### FEDERAL AND STATE POLITICS—CONSTITUTIONAL QUESTIONS—AGRICULTURE—MINING—RESOURCES, INDUSTRIES, AND TRADE—FINANCES—GENERAL—CONCLUSION.

The first day of the twentieth century possesses for Australia a peculiar significance that as the years roll on will only become more and more one of those historical landmarks, the importance of which will be mellowed and increased by time. From this day we mark national Australian existence, and with the birth of a century there came into being a new nation. It was only fitting that the festivities governing this great Australian consummation should take place in the capital city of the Mother State, and in every respect was the ceremony befitting the momentous occasion. The first Governor-General, Lord Hopetoun, possessed a personal love for Australia, and an insight into the patriotism of the South Land that has rarely been equalled, and never excelled. Therefore, no one more acceptable for the position could have been named by the Colonial Office.

The task of forming the first Government was entrusted to Sir William Lyne, as Premier of New South Wales, but a popular outburst of feeling in favour of this honour being conferred on Mr. Barton led Sir William to resign the commission in his favour. Associated with Mr. Barton in his Ministry were Sir William Lyne, as Minister of Home Affairs; Mr. Alfred Deakin, as Attorney-General; Mr. C. C. Kingston, as Minister for Trade and Customs; Mr. J. R. Dickson, as Minister for Defence; Sir John Forrest, as Postmaster-General, with Mr. Lewis (Tasmania), and Mr. R. E. O'Connor (New South Wales) as Ministers without portfolios. A certain gloom passed over the proceedings at this stage on the announcement of the death of Mr. Dickson, who was succeeded in his office, as Minister of Defence, by Sir John Forrest. The portfolio vacated by Sir John Forrest was taken by Mr. J. G. Drake, of Queensland, and later on Mr. Lewis, of Tasmania, resigned as an Honorary Minister to make way for Sir Philip Fysh, of the same State.

The next great federal ceremonial was the opening of the first Federal Parliament in Melbourne by the Duke of York, now His Majesty George V. This occasion

was also graced by the presence of the present Queen. The first session of the Federal Parliament was noted for its heavy and continuous labours, more especially as so much required to be done in shaping the machinery of the new legislative departure. It was devoted almost exclusively to the Bills necessary for the working of this latest political machine. During the Session several Bills of first importance were placed upon the Statute Book, amongst the most noteworthy being the Tariff Bill, Kanaka Bill, and Immigration Restriction Bill. The lastnamed two were the first step and expression of the Federal Parliament in regard to the avowed principle of a White Australia, and are far-reaching and searching in their effects. The Opposition in the new Parliament had chosen Mr. George Reid as Leader, and the discussion on the Tariff Bill gauged the personal ability and strength of the House to a considerable extent. During the debate the Government was challenged by a straight out no-confidence motion, but weathered the storm by a majority of thirteen votes. The session lasted for seventeen months, and during its lifetime thirty-two Acts were passed. The Tariff Act, perhaps the most important from a Western Australian point of view, became practically a fusion of the existing and conflicting tariffs.

A measure which did not so drastically change existing conditions in Western Australia as in many of the other States was the adult suffrage for both Houses, the vote taken on the Enabling Bill being carried out on that franchise. The limitation of the expenses of election for the Senate and the House of Representatives again only marched with the provisions of the Western Australian Act. The cheapening of the postal and telegraphic rates proved a great boon to Western Australia, and though in many cases, through a variety of causes, the word "secession" had been heard, still the federalists had as yet no reason to review with regret their action in making the Western State part and parcel of the Commonwealth. Up to this time one great

undertaking had not been brought within the realm of practical politics. This was all the more to be deplored in Western Australia, as to many minds it had been the convincing factor which claimed their votes for federation. This was the transcontinental railway, but seeing the huge purely political work that was yet necessary to complete the new legislative fabric, but little grumbling was heard throughout the State.

The resignation of Lord Hopetoun as Governor-General was viewed with widespread regret in Western Australia, as the matter was the outcome of social warring factions in the Eastern States, and it was felt that the conditions in the future should be more clearly defined. The site for the Federal Capital, though mentioned, was not definitely settled; but this had only a passing interest in the Western State. On April 17, 1903, Mr. Ewing resigned his seat as a Senator for Western Australia, and on July 29 Mr. H. J. Saunders was elected to the vacancy.

The second General Election in the Commonwealth was held on December 16, 1903; but previous to this two prominent figures in federal politics had left the legislative arena for the judicial bench in the persons of Sir Edmund Barton and Senator O'Connor, the Leader of the Senate. Mr. Alfred Deakin, who succeeded Sir Edmund Barton as Federal Prime Minister, was again returned to power by the popular mandate of December, 1903; but there were now three avowed parties in the House, not one of which was prepared to accept the onus of Government on its own responsibility. In fact, the Liberal dependence upon the Labour vote had become more than ever apparent. The one marked feature of the elections had been the rise and progress of the Labour Party. This feature at this period had more than a passing effect upon the representation for Western Australia, resulting as it did in an access of strength in both Senate and House of Representatives of two seats for the rising Labour Party. The year 1904 was unusually barren of results in regard to legislation of a federal nature, though turmoil and strife characterized the proceedings in Parliament. It would almost appear as if the various parties in the House had been trying their respective strengths and had wasted so much time in the effort that but little remained for the promulgation of practical measures. The Deakin Ministry resigned on April 22, 1904, and was succeeded by the first Labour Ministry under the leadership of Mr. Watson as Premier. In this Ministry Mr. Hugh Mahon, the member of the House of Representatives for Coolgardie, held the portfolio of Postmaster-General. The Labour Ministry did not last for any length of time, for it was succeeded by that of Mr. Reid on August 18.

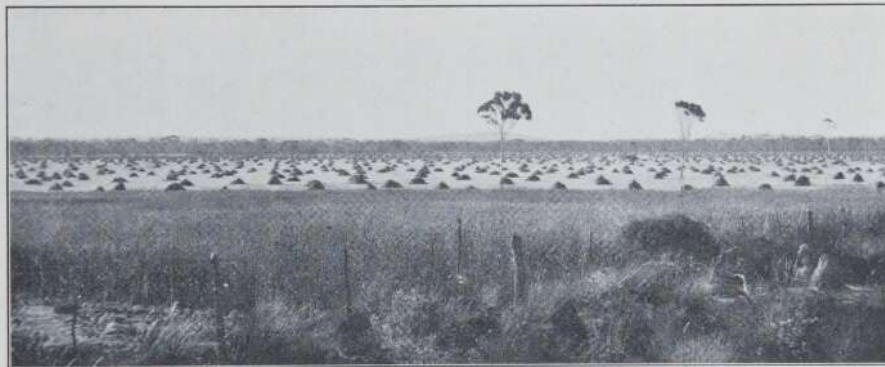
The effect of the "sliding scale" in the Customs tariff was now making itself felt in Western Australia,

though the population was steadily growing, having increased by 18,000 during the year. The transcontinental railway was still in abeyance, and, in fact, seemed farther off than ever from the region of practical politics, so of all the States Western Australia was suffering the most loss and inconvenience by reason of federation. In the Reid Administration there was no representative of the State of Western Australia, showing clearly inequality and want of State balance in the Cabinet. Mr. Reid's Government had existed only by virtue of the support accorded to it by the Deakin Party, and when that support was withdrawn defeat was certain and rapid. The past few months of Federal Parliamentary life had been nothing but a game of the "ins and the outs," and legislation in consequence suffered severely. On July 5, 1905, Mr. Deakin again assumed the "reins of office," and for a period of nearly three years maintained that position. There is no doubt that much of the legislation which ensued was tinctured by the views of the Labour Party, to whose assistance the Deakin Ministry was mainly indebted for its present position. However, the last session of the year 1905 was productive of many valuable measures, and though hampered in many ways by the vagaries of their friends the Ministry did excellent work for Australia at large. The year in Western Australia was characterized by steady progress, though the gradually diminishing amount received from the Customs was causing some concern, especially as the railway still appeared as far off as ever. Even the most ardent federalist now began to see that the antagonism of a certain section of the public and Press in the Eastern States was both bitter and strong against this measure, and more and more was the fact pressed home that a tactical blunder had been made in entering the federation without an adequate safeguard in this respect.

The Federal Parliament during the year 1906 carried out many measures of lasting benefit to Australia as a whole, though there were not wanting critics of the condition of affairs in regard to parties which still continued. The third Federal General Election was held on December 12. Before the session closed and Parliament was prorogued the Trans-Australian Railway Survey Bill was defeated in the Senate by one vote. The Leader of the Opposition concentrated his energies during the election campaign against the Labour Party, but this Party was returned to the new Parliament as the strongest single party in the House. October of 1906 saw the sweeping away of the sliding scale, and the infant manufactures of Western Australia were left at the mercy of the fully matured industries of the Eastern States. With the termination of the interstate duties Western Australia was faced with the problem of an actual fall in revenue. The unsettlement of the industries of the State, together with loss of revenue,

to which had to be added the possibility of further interference with the best interests of the State by the more populous partners in the Federation, made those responsible for State government pause. The State was, indeed, now beginning to pay the price of federation, and the outlook was ominous to a certain extent. The loss of revenue made taxation on other lines imperatively necessary, and it was hard to see what gain had accrued to Western Australia in the federal bargain. However, the Session of the Federal Legislature, which concluded early in June, 1908, set the seal of protection to the expressed policy of the Commonwealth, and inaugurated a far-reaching reform and liberal measure in the Old Age Pensions Act. Equally with the other States the aged poor and needy in Western Australia are benefitted by the provisions of the measure. On September 16, after a short recess, the Federal Legislature again met, when it was to be seen that the slender thread which

under which the State was considered to be labouring. But time was to prove the wisdom or otherwise of these ideas. The administration of the Fisher Government was carried out on sound and careful lines, but it early became evident that its policy lacked that firmness that would make it acceptable to the majority of the people. In proposing to pay for everything out of revenue it set up an ideal impossible in the then stage of Federal and State finance, without the imposition upon the people of burdens far and away too heavy to be borne. Whatever may be the criticism of the combination which followed, they certainly, in the important matter of defence, laid the first stone of the edifice that is now just emerging from its foundations. The visit of Lord Kitchener was the outcome of an invitation extended by the Deakin and Cook fusion Ministry, and the present Inspector-General, Major-General Kirkpatrick, was appointed by them. Though in many details the suc-



WHEAT CROP ON SAND PLAIN, KELLERBERRIN DISTRICT.

connected the Labour Party to the present Government was being unduly strained, and on November 12 the Deakin Government was deposed from office and the second Labour Ministry formed under the leadership of Mr. Fisher.

In the new Ministry two portfolios came to Western Australia, that of Home Affairs filled by Mr. Mahon, and that of Defence undertaken by Senator G. F. Pearce. During the year the agricultural expansion in Western Australia began to lend colour to the belief that the State would eventually become perhaps the largest wheat-producing area in Australia. The agricultural prospects lightened somewhat the dismal outlook caused by the conclusion of the sliding scale system at the Customs. Many optimistic views were held when the constitution of the new Ministry was announced, and it was thought that the relative superiority of Western Australia in its personnel would no doubt remove many of the disabilities

ceeding Administration has enlarged upon the original those proposals were originated by the Deakin Ministry. The Fisher Ministry relinquished office on June 2, 1909, after a brief period of about nine months in office. It was succeeded by the Fusion Ministry, which had a no more lengthened term—in fact, the most disturbing feature had been the balance of power, and the consequent insecure tenure of the Party in office, whatever might be its political colour. The measures passed had only a general bearing upon the State in common with the other States of the federation, though by reason of the youth of her industries Western Australia still continued to suffer severely from the want of differential treatment in many respects. Of all the States of the group time had amply proved that Western Australia had parted with the most and received the least from the federal bargain.

The General Election held on April 13, 1910, was

fraught with many grave issues. Never since the inception of the Commonwealth had the responsibilities placed in the hands of the people been greater. Ten years before the framers of the Constitution had given to Australia a federal system of government, retaining the sovereignty of the States in all subjects excepting a specified number which called for national interpretation. The Federal Convention distributed the principal source of income between the States and Commonwealth Government, which was to be constitutionally compulsory for ten years. The question of who should absolutely control the federal finances in respect of that portion which had hitherto been made returnable in a measure to the State was the question at this election, and to Western Australia especially it was an extremely vital one. This election, therefore, had for the people of the State a more than ordinary gravity. It was more than the expression of which political party should be returned. It was the expression of the will of the people as to the financial outlook of the State. Western Australia was asked whether she was prepared to hand over the proceeds of her own taxation to the absolute control of the Federal Parliament, in which she had only one-fifteenth part of the total representation in that House which initiated all money measures. On the other hand the acceptance of the financial agreement, which had been approved by all the Governments of the States as well as the Commonwealth Government, was formed upon a basis that was fair. Added to this there was a proviso, eminently just and fair, "that in consideration of the larger amount paid by Western Australia per head through the Customs and excise revenue a special bonus should be given to her, spread over twenty-five years, amounting in the aggregate to £3,250,000, which if capitalized at 4 per cent. would mean £8,500,000—more than one-fourth the public debt of Western Australia."

The result of the election in Western Australia was a distinct Liberal majority, and on the questions of the financial agreement and States debts the Liberals also had a majority. On the other hand, throughout Australia generally, the position of Western Australia was distinctly injured by the result of the polls. On the States debts question alone was there any cause for congratulation. During the campaign it had been definitely stated that whatever the result of the federal campaign the position of Western Australia would be securely guarded, and the question of most absorbing interest was the position in regard to this in the new Labour Ministry. The pronouncement of the Labour Party on this vital issue in relation to the financial agreement was made by the Federal Prime Minister at Brisbane on April 22, 1910, and while gratifying in more than one respect to the States, it certainly was received with some misgivings in Western Australia,

for in that speech any mention of a special grant to this State was missing. To return to this State her *per capita* share of the minimum of £5,000,000 suggested to be returned to the States by Mr. Fisher would have been so unjust a proposition, in view of the great excess of our *per capita* contributions to the Customs and excise revenue, compared with the contributions of the more settled States, as to amount to sheer robbery. Fortunately this view was not correct, and Section 5 of the Commonwealth Surplus Revenue Act, 1910, gives a measure of equity to this State, but not quite as much as was desired or could be reasonably expected. Calmly and dispassionately viewing the whole situation between the Commonwealth and this State up to the end of the year 1911 it must be admitted that Western Australia lost heavily by the federal bargain. The transcontinental railway, no doubt, now seems to be within the range of immediate possibilities, but that is but poor comfort for the delay and neglect of this matter in the past. Any special treatment that had been meted out to the State had been of such a meagre description as to resemble the doles of charity, and any success in land development up to the present has been due to the wise provisions of the State legislation, and not to the Federal legislation during the past ten years.

In State politics it almost seemed as if the inauguration of federation and the commencement of a new century brought with them a spirit of unrest. Early in February, 1901, Sir John Forrest, who had held the reins of government ever since the establishment of responsible government in 1890, retired in order to accept office as Postmaster-General in the wider sphere of federal politics. His position through all those years had never been seriously challenged, and he still possessed at the time of his retirement a substantial working majority in Parliament. The mantle of leadership fell upon Mr. George Throssell, the senior member of the Ministry, and he carried on the affairs of the country until the General Elections in April. At those elections two members of the Ministry, Messrs. Wood and Moran, were defeated, and it became evident that the long spell of Parliamentary fine weather was on the eve of breaking. Mr. Throssell did not wait for an adverse vote in Parliament, but tendered the resignation of himself and his colleagues. The duty of forming a new Ministry then fell upon Mr. Illingworth, the recognized Leader of the Opposition, but he found difficulties in the way, and would not have succeeded had he not agreed to forego the leadership in favour of Mr. George Leake, who had made his reappearance in political life. The new Ministry consisted of: Mr. George Leake, Premier and Attorney-General; Mr. F. Illingworth, Colonial Treasurer and Colonial Secretary; Mr. W. Kingsmill, Minister for Works; Mr. C. Sommers, Minister for Lands; Mr. J. J. Holmes, Minister for

Railways; Mr. H. Gregory, Minister for Mines. With the exception of Mr. Sommers, who represented the Government in the Upper House, all the Ministers were members of the Legislative Assembly. In the following month the Cabinet was strengthened by the addition of Dr. Adam Jameson, M.L.C., and Mr. (now Sir) Walter James, M.L.A.

When Parliament met in June the Government was confronted with an opposition majority, which did not, however, evince any desire at the outset to assume responsibility. Still the position was one that was far from conducive to good government. Mr. Leake merely held office on sufferance, a condition of things that rendered anything in the way of legislation almost impossible. A crisis was daily expected, but it was not

F. Quinlan as Minister for Works, Mr. J. L. Nanson as Minister for Lands, and the Hon. M. L. Moss as Colonial Secretary. The life of the new Ministry, was, however, extremely short. At the elections consequent upon their acceptance of office three of the new Ministers, Messrs. Moss, Moorhead, and Wilson, were defeated, giving confirmation to Mr. Leake's statement that he possessed the confidence of the country. Mr. Morgans, in his turn, then asked for a dissolution, but without success, and Mr. Leake was again called to office. The second Leake Ministry differed somewhat from the first; Mr. Sommers and Mr. Holmes gave place to Dr. Jameson and Mr. C. H. Rason as salaried Ministers, Mr. J. J. Holmes and the Hon. E. M. Clarke joining the Cabinet without portfolios. The year closed with Ministers again seeking



FOUR HUNDRED ACRES OF WHEAT, KATANNING DISTRICT.

reached until November 6, when Mr. Piesse, the Leader of the Opposition, succeeded in defeating the Government on a direct no-confidence motion, by a majority of two in a House of forty-six. Believing that though in a minority in Parliament, he possessed the confidence of the country, Mr. Leake asked for a dissolution. This, however, was refused by the Governor, and Mr. Piesse was commissioned to form a Ministry. Finding the task beyond him, he returned the commission and advised that Mr. A. E. Morgans be sent for, as that gentleman not only commanded the support of the Opposition, but also that of at least two prominent occupants of the Ministerial cross benches. Mr. Morgans succeeded in forming a Cabinet consisting of himself as Premier and Treasurer, Mr. F. W. Moorhead as Attorney-General, Mr. Frank Wilson as Commissioner of Railways, Mr. T.

election. Practically no legislative work had been performed; even the estimates for the public service were hung up, and the business of the country was being conducted on Supply votes. Contrary to expectation, the Ministers were all returned, but the chances of stable government were not greatly increased thereby. Fortunately, a period of recess was at hand, which enabled some progress, at any rate, to be made with administrative affairs.

Before Parliament met in 1902 a further change had taken place owing to the death in June of the Premier, Mr. George Leake. This unfortunate event rendered a reconstruction of the Ministry necessary, and the task was entrusted to Mr. Walter Hartwell James, who retained all the previous Ministers with one exception. Mr. Illingworth gave place to Mr. Jas.

Gardiner as Colonial Treasurer. The session under the new *régime* was quiet and uneventful, disturbed only by one no-confidence motion, which resulted in a decisive victory for the Government. But though prepared to give the James Ministry every opportunity, Parliament could not go all the way with it in matters of reform. Two important measures—the Constitution Act Amendment Bill and the Shops and Factories Act—were rejected. The main provisions of the Constitution Bill were a redistribution of seats so as to secure a fair equilibrium between population, interests, and territorial rights and a dissolution of both Houses. After a rather stormy career it was passed by the Assembly, but rejected by the Council on the second reading. The Shops and Factories Bill also weathered the Assembly successfully, but in the Council the clauses relating to factories were deleted and the Bill returned to the Assembly, which, however, declined to recognize the emasculated measure, and it was allowed to lapse.

The Government returned to the question of constitutional reform in 1903-4, but in a slightly different form. Three Bills instead of one were introduced—a Constitution Act Amendment Bill, a Redistribution of Seats Bill, and an Electoral Bill. The three again passed the Legislative Assembly, but met with great obstruction in the Council, which before passing them made drastic amendments affecting the principles, particularly of the Constitution Bill. The questions involved were those of plural voting for the Council, the double dissolution, the reduction of the franchise, and the referendum. The Assembly, in the hope of adjusting the points in dispute, asked for a Conference, which was agreed to. The Conference, however, found itself unable to arrive at an agreement, and the Bill was abandoned by resolution of the Assembly on January 15, 1904. The amendments made by the Council in the other two Bills were, after some discussion, allowed by the Lower House, and the Bills were passed. The main result was to leave the membership of the Council at thirty and the Assembly at fifty, but to rearrange the boundaries in such manner as to more equally distribute the voting power, while preserving as far as possible the idea of community of interest.

The principal other legislative measures passed in the session of 1903-4 were the Factories Act, a modified form of the measure rejected in 1902; a Metropolitan Water and Sewerage Act, providing for a deep drainage and sewerage system in the metropolitan area; a Mining Act, consolidating and amending the law relating to the mining industry; and a University Endowment Act, providing the first step towards the realization of the growing desire that Western Australia should possess a university of its own.

During the year there were certain changes in the personnel of the Ministry. Toward the end of January

Dr. Jameson resigned his seat on being appointed to a lucrative post in the new Transvaal colony, and Mr. J. M. Hopkins received the vacant portfolio of Minister of Lands. This appointment left the Government without a Minister in the Council, and to meet the requirements of the Constitution Mr. Kingsmill resigned from the Assembly and was elected a member of the Legislative Council in place of Dr. Jameson. Further changes took place early in 1904. Mr. M. L. Moss, M.L.C., resigned his position as a member of the Executive Council and Mr. James Gardiner retired from the Colonial Treasurership. Mr. C. H. Rason was then appointed Colonial Treasurer, still retaining the control of the Railway Department, but the position of Minister of Works was offered to and accepted by Mr. J. L. Nanson, who had been an honorary member of Cabinet since the preceding January.

The General Elections which were held in June, 1904, brought about a considerable shuffling of the political cards and introduced a new factor into the government of the State. From the time of discovery of the goldfields, the residents of which were more democratic than those of the older and more settled districts, a new party—the Labour Party—began to grow in Parliament. So long as Sir John Forrest remained Premier it failed to make very appreciable headway, but in the period of political unrest that followed it gained strength rapidly, until at the elections of 1904 it formed a party of twenty-two. The number of Ministerialists returned was nineteen, the balance being made up of nine Independents, whose chief policy seemed to be that they were against the Government. Convinced that under such circumstances it was impossible to carry on the Premier, Mr. James, forced the House to declare itself at the very commencement of the session, with the result that the Government was defeated. Mr. H. Daglish, the Leader of the Labour Party, was then called upon to form a Government—a task in which he succeeded. The new Ministry was composed as follows:—Premier, Colonial Treasurer, and Minister for Education, Mr. H. Daglish; Minister for Mines and Justice, Mr. R. Hastie; Minister for Lands, Mr. J. M. Drew; Minister for Works, Mr. W. D. Johnson; Colonial Secretary, Mr. G. Taylor; Minister for Railways and Labour, Mr. J. B. Holman; and Honorary Minister, Mr. W. C. Angwin. Mr. Drew was the Government representative in the Legislative Council, and although not at the time a declared member of the Labour Party, was known to be sympathetic.

Fear was generally expressed that the advent of a Labour Government would lead to legislation of a socialistic character, but this was set at rest by the Premier's policy speech, in which he declared that the interests of the country demanded that there should be a respite from legislation and a more strict attention

paid to administrative questions; in fact, the Premier seemed to err in the opposite direction, and his speech became known as a "mark-time" speech—an expression that was afterwards transferred to the Government itself. The Ministry, though in a minority so far as direct supporters were concerned, managed to retain power throughout the session, but little work of a progressive nature was accomplished. Scarcely anything else could be expected when it is remembered that it held its position by virtue of the support of a number of Independents who had little in common with the Labour Party beyond the fact that they were mutually antagonistic to the direct Opposition. Such a state of things can never conduce to stable government—a fact that more deeply impressed itself upon Mr. Daglish as the session proceeded. There are, however, two measures for which the Labour Government may be commended. It passed a Public Service Act which, with all its faults, has done much to organize the Public Service of the State; and, setting aside all political bias, it appointed Mr. Walter James, whom it had deposed from the Premiership, to the position of Agent-General on the retirement of Sir Edward Wittenoom.

Before Parliament met in 1905 Mr. Daglish committed what must be regarded as a grave tactical blunder. With the idea of strengthening his Cabinet by a reconstruction, but without apparently consulting some, at any rate, of his colleagues, he called for the resignations of all Ministers, and in the consequent shuffling two of them—Messrs. Taylor and Holman—were dropped, their places being taken by Messrs. Bath and Lynch, all the portfolios being at the same time reallocated. These changes only served to increase the internal dissension already existing in the party, with the result that the position became intolerable, and in August the Premier (Mr. H. Daglish) announced the resignation of the Government, and at the same time practically severed his connection with the party of

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which he had been the leader. No doubt a contributing factor in the downfall of the Labour Government may be found in the attitude taken by some members of the party when Mr. Daglish moved for the purchase of the Midland Railway Company—a motion that was defeated on the voices. Judged as a whole, the first Labour Government in Western Australia cannot be said to have justified any fear of revolutionary measures. Its administration scarcely reached the standard which the important and ever-changing interests of the State required, but its legislative enactments were far from being socialistic. They may, perhaps, be best expressed by the epithet which has passed into a phrase concerning them—they simply carried out the idea of "marking time." After Mr. Daglish resigned the task of forming a Ministry fell upon Mr. Rason, who secured the following

Cabinet: — Premier, Colonial Treasurer, and Minister for Justice, Mr. C. H. Rason; Colonial Secretary, Minister for Education, and Leader of the Council, Mr. W. Kingsmill; Minister for Mines and Railways, Mr. H. Gregory; Minister for Works, Mr. F. Wilson; Minister for Lands and Agriculture, Mr. N. J. Moore; Minister for Commerce and Labour, Dr. J. S. Hicks,

and Honorary Minister, Mr. M. L. Moss. Parliament then adjourned till October 3 to allow the new Ministers to be re-elected by their constituents. On resuming it was evident that the Government was in a minority. On October 4 Mr. Rason submitted a motion asking for the discharge of the Legislative Council Referendum Bill, which sought to secure a direct vote of the people on the question of the abolition of the Council and on the question of widening the franchise for Council elections. On a division being taken the Government was defeated by two. The next day, at the request of the Premier, the Governor granted a dissolution, in the hope that a general election would put an end to the anomalous condition of affairs that had existed for the previous eighteen months. This hope was justified, as



ORCHARD AT KALAMUNDA.



the Government was returned with a substantial majority. Mr. Daglish had by this time definitely broken with the official Labour Party, and secured election as an independent Labour member. Parliament did not reassemble until November 23, too late to enter upon legislation of national importance during 1905; but the Governor's Speech foreshadowed what was to be the leading policy, not only of the Rason Government but of those which followed it, and which may be regarded as its natural successors. The gold output had by this time steadied down, and indications pointed rather to a stationary or diminishing return than towards any increase. It was necessary, therefore, that other avenues of industry should be fostered, and Mr. Rason and his party definitely enunciated that policy which has been followed ever since—a comprehensive system of immigration combined with a progressive policy of land settlement. Mr. Rason had not the opportunity to carry those ideas into effect, as he resigned in May, 1906, in order to accept the position of Agent-General, rendered vacant by the resignation on personal grounds of Sir Walter James. The mantle of Mr. Rason seemed to belong naturally to either Mr. Wilson or Mr. Gregory, both prominent members of the Administration; but it was felt by the party that the rival interests constituted a difficulty—a difficulty which was admirably solved by the leadership being conferred upon Mr. (now Sir) N. J. Moore. The Rason Government having necessarily resigned with the resignation of its head, Mr. Moore was called upon to form a new Ministry. In this Mr. Gregory retained his previous position, Mr. Wilson becoming second in command as Colonial Treasurer. The vacant Works portfolio was then conferred upon Mr. Jas. Price, while Mr. J. D. Connolly took Mr. Kingsmill's place as Colonial Secretary and Leader of the Council. The list was completed by the appointments of Mr. N. Keenan as Attorney-General and Messrs. C. A. Piesse and J. Mitchell as Honorary Ministers. As Mr. Moore had, as a member of Mr. Rason's Administration, identified himself even more closely than the Premier with immigration and land settlement, he now made those questions the principal planks in his platform, and showed his earnestness during the session of 1906 by a broadening of the Agricultural Bank Act; an amendment of the Land Act, requiring a more rigid enforcement of the conditions in the case of lands held under conditional purchase; and determination to construct light railways at the cheapest possible rate in order to open up the agricultural areas and make their rapid development possible. Closely affecting the same issues were the land tax proposals of the Treasurer (Mr. Wilson), which were, however, defeated for the time being in the Legislative Council. The land tax proposals had, however, another object. October, 1906, saw the end of the sliding-scale agreement

under which the Federal Parliament allowed Western Australia to collect Customs duties on interstate imports, and consequently some means had to be found by which the deficiency in revenue, which was becoming serious, could be overcome. This loss of revenue, combined with the irritation felt at the failure of the Federal Parliament in September to pass the Trans-Australian Railway Survey Bill, and the fear that serious modification would be made in the distribution of the Federal surplus, caused a motion for secession to be carried by both Houses during the year. Though the resolution could scarcely have any tangible result in the direction aimed at, it at least had the effect of drawing attention to the disabilities under which Western Australia was suffering.

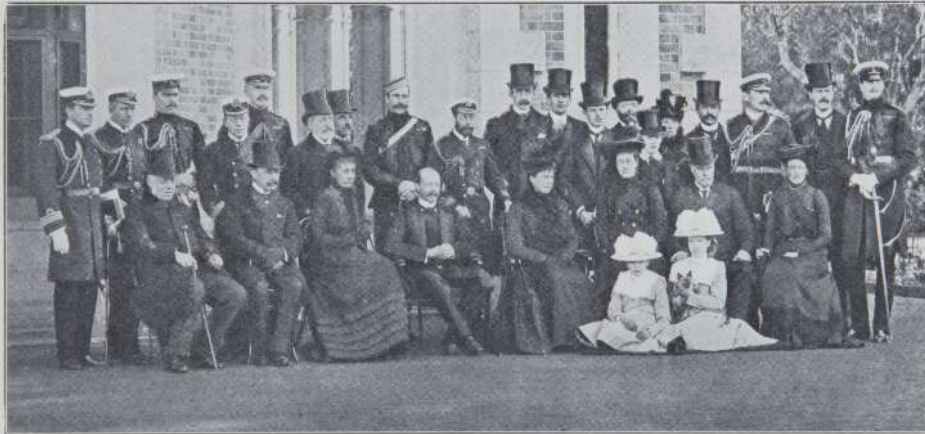
During the year 1906 a wave of desire to suppress gambling and restrict the sale of intoxicating liquors seemed to spread over Australia generally, and Western Australia, though not prepared to pass the drastic enactments approved by some of the Eastern States, made some attempt to grapple with these questions. A Wine, Beer, and Spirits Bill was brought forward, but in the presence of more important matters it failed to get through. The same result followed in the wake of the Police Offences Bill introduced by Mr. Keenan, dropped chiefly on account of the unusual severity of some of its clauses.

After the defeat of the Land Tax Bill it was at first suggested that a special session for the purpose of considering that only should be held in February, 1907 but as little was to be gained by that procedure it was decided to wait for the ordinary session in July, when it occupied the chief place in the Government's programme. It again, however, failed to become law. Both the Land Tax Bill and the Land Tax Assessment Bill passed the Lower House in substantially the same form as before, but in the Council the Land Tax Assessment Bill was defeated on the second reading by twelve votes to ten, amongst the majority being Mr. C. A. Piesse, who had resigned from the Ministry at the end of 1906 because he disagreed with the Land Tax proposals. The Premier felt that this second rejection of the Government's financial proposal was so strong a rebuff to the Lower House that he tendered the resignation of his Ministry to the Governor, who declined to accept it as he considered the Government still enjoyed the confidence of the Assembly. Neither would Sir Frederick Bedford grant a dissolution, as it seemed to him that all constitutional means of solving the difficulty had not been exhausted; but he felt that the Premier's third request—that Parliament be prorogued—was reasonable and, in fact, necessary. This was done on September 19, and a second session commenced on October 8, when the Land Tax proposals were submitted for the third time, included in them on this occasion being provisions for

an Income Tax. Convinced at last that the tax was really necessary in order to relieve the financial strain, and perhaps perturbed by the fear of possible future results should further opposition be evinced, the Council passed both Bills in December, making only the reservation that the taxes should not be charged for the first half of the financial year. But apart from the question of taxation, the second session of 1907 was noteworthy from the standpoint of legislation. A new Electoral Act was passed which was a distinct step forward along the path of democratic progress, as it removed most of the restrictive clauses which had hitherto barred the way to the Assembly franchise, and made provision for purifying the electoral rolls, and keeping them as nearly as possible up to date. Another democratic measure was the State Children's Act, which provided for the better protection, control, maintenance, and reformation of

General Elections took place in September, and while the Government was again returned to power, it was with a considerably reduced majority. The first figures showed twenty-eight Ministerialists and twenty-two Labour members, but the ultimate result was twenty-nine to twenty-one, brought about by the fact that the Menzies election, in which the Minister of Mines had been defeated by Mr. Buzacott, a Labour candidate, was declared void, and in the subsequent contest Mr. Gregory succeeded in regaining the seat. The Government thus increased its majority, but it is open to doubt whether it increased its prestige, as the incident only served to accentuate that bitterness of feeling that was becoming painfully apparent between the Labour Party and the various anti-labour interests that from that time have been collectively termed the "Liberal Party."

The session of 1908-9 was not marked by any par-



T.R.H. THE DUKE AND DUCHESS OF CORNWALL AND YORK AND ROYAL PARTY, GOVERNMENT HOUSE, PERTH.

neglected and destitute children, and introduced an excellent and much required method of State supervision. A due appreciation of the necessities of the future was shown by the Fremantle Graving Dock Act; and the railways, after the retirement of the then Commissioner, Mr. W. J. George, were by a new Railway Act brought, in matters of policy, more directly under the control of the Minister responsible. Altogether the year 1907 was rich in legislative achievement, and the results have proved that Mr. Moore was fully seized of the requirements of the State, both present and future.

As the sixth Parliament of Western Australia was on the point of expiring through effluxion of time, a short session was held in July for the purpose of passing Supply until the new Parliament was elected. The

ticular political development. The time was devoted to a consolidation of the growing interests of the State, and to a readjustment of the finances necessary to meet foreshadowed changes in the federal financial affairs. No attempt even was made by the Government to effect alterations in the constitution, though Mr. Moss, a private member of the Council, made an attempt to abolish the restrictions upon business dealings between members of Parliament and the Government. The Bill, however, was dropped after the second reading, as it was generally felt that measures affecting the Constitution should not be brought forward by private members.

Before Parliament met again in 1909, the Cabinet had undergone certain changes. Ill-health compelled Mr. Price to resign the administration of the Public Works Department and simply retain Executive Council

rank as an Honorary Minister. Mr. Keenan had already resigned the Attorney-Generalship, as he was not in full agreement with the Ministerial policy. Under the reconstruction thus rendered necessary, Mr. Moore became Premier and Colonial Treasurer, Mr. Wilson going back to the Works Department, and Mr. Mitchell, the Honorary Minister, moving up to full Cabinet rank as Minister for Lands and Agriculture. Mr. Nanson, who had previously joined the Cabinet as an Honorary Minister, became Attorney-General. There were also gubernatorial as well as Ministerial changes. Sir Frederick Bedford, who had succeeded Sir Arthur Lawley in 1903, on the latter's appointment to the Transvaal, retired from office after six years' strenuous work, in the course of which he had earned the respect and esteem of the whole community. His successor—Sir Gerald Strickland—who still occupies the position, arrived in the following May.

The legislative work of 1909, like that of its predecessor, was noteworthy for solid achievement and some adjustment rather than for experimental or even progressive legislation. The new Treasurer's first budget was characterized by genuine economy and reform of administration, but at the same time expressed a firm confidence in the future prosperity of the State; the session was responsible for much valuable work in the liberalization of land settlement, in provision for the re-purchase of estates in order to facilitate that settlement, in making arrangements for a complete metropolitan system of sewerage, and in the authorization of new railways for agricultural and mining purposes. Nor was the year allowed to pass without an attempt to widen the Constitution. A Constitution Act Amendment Bill was introduced by the Premier, having for its object the reduction of the property qualification for electors to the Council from £100 to £50 capital value, and from £25 to £15 annual value. It passed all stages in the Assembly, but failed to secure the necessary statutory majority in the Council on its second reading, and had therefore to be abandoned for the time.

After the session terminated the Premier decided to visit London for the dual purpose of reorganizing the office of the Agent-General, and of making satisfactory arrangements for an extensive immigration campaign. Though little was done in the first matter, Mr. Moore's success in inducing agriculturists and others in Great Britain to make Western Australia their home was undoubted, as the steady influx of immigrants to the State continues to prove. During the course of his visit Mr. Moore received the honour of knighthood. Unfortunately, the strain of the work he had undertaken was too great for his health, and he was compelled shortly after the opening of Parliament in 1910 to withdraw from the cares of active office. The task of carrying on the administration fell upon Mr. Wilson, who assumed

office as Premier and Colonial Treasurer, the Works portfolio being accepted by Mr. H. Daglish, and at the same time Mr. R. D. McKenzie, M.L.C., and Mr. A. Male, M.L.A., were given Honorary Cabinet rank. Otherwise the personnel of the Ministry remained the same as under Sir Newton Moore. As Mr. Wilson was a more aggressive politician than Sir Newton, and was at the same time far from being a *persona grata* with the Opposition—the Labour Party—the advancement of the session was marked by strenuous debate. The Labour Party persistently urged—and on this point bye-elections afforded some justification—that Mr. Wilson did not possess the confidence of the country. Convinced that such a statement had no foundation in fact, the Premier steadily proceeded with the work of Parliament, and, with a majority that could easily be counted on the fingers of one hand, added his quota of legislative enactment to the Statute Book, not the least of his measures being an Act to establish a university in Western Australia. The culminating point of bitterness between Government and Opposition was reached when the Redistribution of Seats Bill was introduced. This Bill, framed to secure as far as possible electorates of nearly equal size in point of population, and of community of interest so far as the electors were concerned, was described by the Opposition as a jerry-mandering measure with but one end in view—to make the return of the Wilson Government secure at the ensuing General Election. It did not pass without considerable recrimination on both sides of the House, but the needed majorities in the Assembly on the second and third readings were just obtained, every supporter of the Government being required to vote. In the Council it met with little obstruction, and the Government secured the victory—a victory, however, which was soon to prove a Pyrrhic one. There was much more unanimity over the Constitution Act Amendment Bill, on the same lines as previously, which after experiencing troubled waters in the Council, finally passed on the basis of a £17 franchise.

The desire of the State generally that the Premier should attend the Coronation of His Majesty King George V. as the representative of Western Australia made a Parliamentary session before the General Elections impossible. As soon as Mr. Wilson returned to the State the election campaign was entered upon and fought with a bitterness unparalleled in the history of Western Australia, most of the strife ranging round the Redistribution of Seats Act. The Liberal Party—perhaps on the principle that whom the gods destroy they first make mad—could see nothing but victory before them. The Labour Party, on the other hand, felt that success was sure. Neither party, however, was prepared for the overwhelming defeat suffered by Mr. Wilson and his Cabinet, two of whom—Messrs. Gregory and Daglish—failed to secure re-election. The

declaration of the poll showed: Labour, 34; Liberal, 16. With such a result Mr. Wilson did not wait for Parliament to meet. He at once resigned and advised that Mr. Scaddan be sent for. The Leader of the Labour Party accepted the commission to form a Government, but in order to free himself from the responsibility of selection, allowed caucus to select the new Ministers, retaining to himself only the allotment of portfolios. The result was the formation of the second Labour Government in Western Australia, which is still in office, and which consists of:—Mr. J. Scaddan, Premier and Colonial Treasurer; Mr. T. H. Bath, Minister for Lands and Agriculture; Mr. P. Collier, Minister for Mines and Railways; Mr. T. Walker, Minister for Justice and Education (and since his admission to the Bar Attorney-General); Mr. W. D. Johnson, Minister for Works; Mr. J. M. Drew, Colonial Secretary; and Messrs. W. C. Angwin and J. E. Dodd, Honorary Ministers. With so large a majority the new Government has had practically no opposition in the Assembly. In the Council, however, there has been, notwithstanding the non-party character of that House, a distinct tendency to oppose the measures of the Labour Party.

During the period embraced by the above political sketch certain changes took place on the official side of both Houses which need to be recorded. Sir George Shenton, who had been elected President of the Legislative Council in 1892, resigned in 1906, on the ground of failing health, and the Hon. Henry Briggs, who still holds office, was appointed in his stead. In the Legislative Assembly the position of Speaker became vacant by the death in 1903 of Sir J. G. Lee Steere, who in one position or another had been for many years in the forefront of the political life of the State. The next occupant of the Speaker's chair was Mr. Chas.

Harper, who only served for a few months, giving place in July, 1904, to Mr. M. H. Jacoby, who was succeeded in November, 1905, by Mr. T. F. Quinlan. No further change took place until the advent of the Labour Government in November, 1911, when the office was conferred upon the present holder, Mr. M. F. Troy.

Turning from the political to the material side of the State's existence the tale is one of distinct progress and development. This is most apparent in the enormous extension of agricultural settlement which has taken place of recent years, and which is largely due to the policy of expansion initiated by the Moore Government. Until a very few years ago Western Australia was considered to be a land where agriculture must of necessity be a limited industry, as soil satisfactory for the purpose only existed in patches of comparatively small area. To-day it bids fair to become one of the great agricultural countries of the world. Land which a decade ago was considered almost worthless is being rapidly cleared and cultivated, and is proving itself capable of producing wheat of good quality and satisfactory quantity. Under the care of successive Governments the land laws have been liberalized, so that it is possible for the poorest man to secure a block, which the Agricultural Bank will then assist him to develop. With the opening up of the lands there has been wisely fostered an extensive system of immigration, so that the Government not only helps a man to come to Western Australia, but also provides him with land to settle upon, and, if he shows any aptitude for the work, the means of turning that virgin land into a comfortable farm. How great has been the impetus given to agriculture by this enlightened policy may best be gauged by a study of the following tables, compiled from figures supplied by the Registrar-General:—

Area of Crown Lands for which Applications have been approved by the Lands Department.

Period.	CONDITIONAL ALIENATION.						LEASES AND LICENCES.				Total.	
	Conditional Purchases.	Free Homestead Farms.	Grazing Leases.	Selections under Land Purchase Act.	Poison Land Leases.	Workmen's Blocks, etc.	Pastoral Leases and Licences.	Special Leases.	Timber Leases.	Miscellaneous Leases.		
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Year 1902	249,963	97,392	182,681	11,540	8,954	100	550,630	23,679,928	196	47,360	459	23,727,943
Year 1903	520,289	233,070	264,159	15,655	12,139	59	1,045,371	30,737,486	322	14,720	296	30,752,824
Year 1904	645,438	235,550	426,666	42,305	12,828	154	1,362,941	19,363,189	303	—	143	19,363,635
Year 1905	789,607	293,426	208,831	32,667	779	114	1,235,424	16,609,822	3,866	—	271	16,613,959
Year 1905-6	705,578	155,740	25,578	24,933	—	119	911,948	19,255,374	2,805	—	1,199	19,259,378
Half-year ended Dec. 31, 1906	436,593	69,336	—	9,733	—	84	515,746	19,538,248	631	14,700	3,037	19,556,616
Year 1907	446,235	117,207	89,865	5,071	—	166	658,544	16,232,514	69,752	59,933	215,571	16,577,770
Year 1908	946,897	266,522	622,101	6,746	—	152	1,842,418	14,116,928	15,678	33,300	36,603	14,202,509
Year 1909	807,556	209,791	572,217	41,070	—	181	1,630,815	10,340,225	17,171	105,000	184,255	10,646,651
Year 1910	1,727,720	238,267	175,641	26,504	—	74	2,168,206	7,959,766	270,288	183,310	1,176	8,414,540
Year 1911	1,349,497	197,589	363,345	45,942	—	126	1,956,499	11,110,281	92,929	50,390	4,272	11,257,872
Four months ended April 30, 1912*	312,454	62,972	182,307	2,767	—	—	560,500	2,848,660	132,125	73,000	596	3,054,381

\* Liable to revision.

‡ Timber Permits.

The conditions of alienation are such as to compel the person acquiring possession to improve and develop his holding, and the results achieved may be seen from the following tables, which show the areas cropped and cleared during 1902-11, the areas actually under crop of one kind or another, and the yield for each season:—

*Cropping, Clearing, etc., 1901-2 to 1910-11.*

Season ended last day of	AREA CROPPED, CLEARED, ETC.						Total.
	Under Crop.	Under permanent artificially-sown grasses.	New ground cleared during season and prepared for next season's crops.	Land in fallow.	Area of other cleared land previously cropped now used for grazing or lying idle.	Ringbarbed or partially cleared land.	
February, 1902	217,441	3,711	25,908	57,514	111,941	1,000,623	1,417,138
February, 1903	229,992	3,228	31,159	70,725	127,579	1,130,032	1,592,705
February, 1904	288,752	2,952	60,780	83,052	141,392	1,352,718	1,924,646
February, 1905	327,391	3,964	69,034	81,441	155,204	1,492,392	2,120,356
February, 1906	364,704	5,456	86,620	102,418	219,418	1,674,332	2,452,938
February, 1907	460,825	6,787	109,731	118,600	222,655	2,145,437	3,064,035
February, 1908	493,837	7,990	139,430	152,175	287,535	2,399,001	3,479,968
February, 1909	585,339	10,265	174,442	175,148	310,860	2,876,662	4,132,716
February, 1910	722,086	9,017	223,487	284,267	332,142	3,114,608	4,685,607
February, 1911	855,024	8,348	252,537	299,144	451,664	3,440,115	5,309,832

*Areas under various kinds of Crops in Western Australia during each of the Eleven Seasons 1901-2 to 1911-12.*

Season ended last day of	GRAIN CROPS.					Hay of all kinds	Potatoes.	ROOT CROPS.		Other Crops.	Vine-yards.	Orchards.	Total Area under Crop.
	Wheat.	Maize.	Oats.	Barley.	All other Grain Crops.			Onions.	All other Root Crops.				
February, 1902	94,709	512	9,751	2,669	719	92,654	1,829	194	129	4,600	3,029	6,076	217,441
February, 1903	92,398	109	10,334	3,783	868	105,791	2,084	88	130	4,007	3,528	6,872	229,992
February, 1904	137,946	163	14,568	3,609	1,038	109,002	1,823	93	144	4,104	3,924	7,938	288,752
February, 1905	182,080	86	13,864	3,251	1,126	105,247	1,906	66	173	6,423	3,413	9,758	327,391
February, 1906	195,071	43	15,713	3,665	1,438	124,966	2,145	101	146	6,909	3,541	11,026	364,704
February, 1907	250,283	101	28,363	3,590	1,589	149,839	2,264	54	120	8,598	3,525	12,517	460,825
February, 1908	279,609	87	46,667	6,019	1,547	131,056	1,854	54	169	9,644	3,231	13,900	493,837
February, 1909	285,011	181	59,461	7,308	1,336	201,874	2,026	143	196	9,665	3,122	15,016	585,339
February, 1910	448,918	153	73,342	8,022	1,807	158,629	1,741	68	121	10,759	2,917	15,809	722,086
February, 1911	581,862	46	61,918	3,369	1,046	175,432	1,791	29	123	9,275	2,765	16,738	855,024
February, 1912*	621,037	+	77,468	+	+	1343,746	+	+	+	+	+	+	+

\* Preliminary figures. † Wheaten, oatsen, and barley hay only. ‡ Information not yet available.

*Total Yield of the Principal Crops for each of the Eleven Seasons 1901-2 to 1911-12.*

Season ended last day of	GRAIN CROPS.						Hay of all kinds.	Potatoes.	ROOT CROPS.	
	Wheat.	Maize.	Oats.	Barley.	Rye.	Dry Peas and Beans.			Onions.	All other Root Crops.
February, 1902	956,886	5,203	163,654	34,723	2,933	3,905	89,729	5,730	377	369
February, 1903	985,559	2,110	167,882	46,255	4,419	5,557	94,007	6,488	237	674
February, 1904	1,876,252	2,487	268,503	53,227	3,970	7,342	121,034	4,542	342	743
February, 1905	2,013,237	896	226,318	37,332	4,541	8,523	113,794	5,614	246	1,092
February, 1906	2,308,305	428	283,987	49,497	4,353	10,049	139,380	6,297	317	834
February, 1907	2,758,567	919	457,155	48,827	4,893	9,402	158,112	5,028	114	476
February, 1908	2,925,690	1,080	721,753	76,295	4,904	8,567	137,511	5,671	231	670
February, 1909	2,460,823	2,136	739,303	74,433	3,850	9,316	170,008	6,095	267	856
February, 1910	5,602,368	2,240	1,248,162	101,673	9,834	8,722	195,182	5,948	362	596
February, 1911	5,897,540	718	776,233	33,566	5,500	4,901	178,891	5,864	96	398
February, 1912*	4,554,170	+	961,157	+	+	+	1299,941	+	+	+

\* Preliminary. † Wheaten, oatsen, and barley hay only. ‡ Information not yet available.

The most pleasing feature of all this activity has been that wheat and flour, which disappeared from the list of exports during the sixties, made their re-appearance on that list in 1904, though in but a modest way. In that year wheat valued at £1,580 and flour at £41 were exported. From that time the amounts sent away increased rapidly until in 1910 and 1911 the values were: wheat, £406,326 and £386,932; flour, £25,427 and £54,565. The slight shrinkage in the wheat returns for 1911 was due to an unusually dry season, which materially affected the output.

In common with agriculture, the sister industry of pastoralism also made considerable advance. At the end of 1910 over 166,000,000 acres were held under pastoral lease, in addition to 2,500,000 under homestead and grazing leases. The number of cattle and sheep which in 1900 stood at 338,590 and 2,434,311 respectively had increased to 825,029 and 5,157,658 by the end of 1910, while the output of wool, which weighed 9,994,743 lb. in the former year, had grown to 26,197,212 lb. in the latter. Such growth supplies ample evidence that the future of the State, whatever may happen to the mining industry, is practically assured.

In fact, so great has been the development of agriculture during the past ten years that it now disputes with mining for the pride of place as the chief industry in the State. This latter industry has for some years shown decreasing returns, and pessimists are not wanting who predict the decadence of this important branch of State activity. On the other hand those best qualified to venture an opinion are firm in the belief that Western Australia as a gold producer has a long and prosperous career still before it. In fact, indications are said to point to the maintenance of a steady

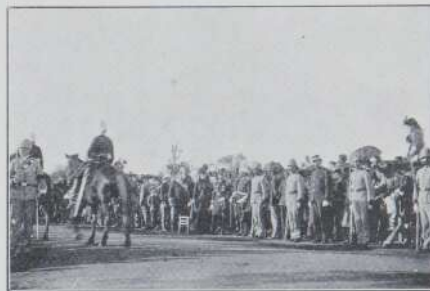


H. R. H. DUKE OF CORNWALL AND YORK LAYING FOUNDATION-STONE OF SOLDIERS' MEMORIAL, KING'S PARK.

output of over a million ounces yearly—a yield far exceeding that of any other Australian State.

That an industry of such dimensions and such far-reaching importance requires every possible encouragement and care has been amply recognized by the

Government. Rewards are given to the discoverers of new fields; sums of money are annually set aside for the purpose of inducing prospectors to continue their search; the mining laws have been time after time revised so as to give the best possible tenure with the fewest restrictions; water conservation is a constant care; railway communication has been established with all the principal centres; State batteries on a scale unequalled



REVIEW OF TROOPS, KING'S PARK, BY H. R. H. DUKE OF CORNWALL AND YORK.

throughout the world have been erected to assist those who are endeavouring to develop their mines by their own efforts; subsidies are granted to those private batteries which crush for the public; and under the Mines Development Act loans are made to miners working their own properties to assist them to procure the necessary machinery. At the same time the scientific side of the industry has not been neglected. The Geological Survey Office, with its Assay branch, gives every assistance in determining the likely value of finds in new districts, and an admirably equipped School of Mines is maintained at Kalgoorlie for the instruction and assistance of those engaged in actual work on the mines.

The history of mining has, with one exception, been quiet and uneventful during the period that has elapsed since 1901. Freed in great measure from the greed of the speculator and mining shark, it has settled down into an industry, and like other industries has been subject to fluctuations of output, trade disputes, and other drawbacks. The one exception to its quiet progress was the discovery of the Bullfinch reef, some twenty-five miles north of Southern Cross, during the latter half of 1910. The fortunate owners, Messrs. D. L. Doolittle and party, were believed to have discovered another Golden Mile, and for a time the fever of speculation raged in Western Australia and the neighbouring States. Claims were rapidly pegged out over the whole district, and prospecting north and south of Southern Cross received an added impetus. Further investigation, however, proved that in the Bullfinch alone were the prospects satisfactory, and the mild boom died away almost as quickly as it started. Even the Government were caught

by the glamour of the field's possibilities, and rapidly constructed a railway to the spot. The townsite of Bullfinch was proclaimed, and the first allotments, particularly those for hotel purposes, sold at astounding figures to people who quickly regretted their haste.

The total output of gold for the State since the first discoveries, with the annual output for each of the years embraced in the period 1902-12, is given in the following table, and affords perhaps the best indication of the present condition of the industry:—

Period.	Total.	Value.	Amount of Dividends from Gold won, paid by W. A. Gold Mining Companies.
Prior to 1902 ...	Fine ounces.	£	£
1902 ...	6,997,303	29,722,650	6,076,857
1903 ...	1,871,037	7,947,661	1,424,272
1904 ...	2,064,801	8,770,719	2,024,152
1905 ...	1,983,230	8,424,226	2,051,798
1906 ...	1,955,316	8,305,654	2,167,040
1907 ...	1,794,547	7,622,749	1,903,675
1908 ...	1,697,554	7,210,749	1,738,123
1909 ...	1,647,911	6,999,882	1,487,303
1910 ...	1,595,269	6,776,274	1,359,088
1911 ...	1,470,632	6,246,848	1,028,393
1911 ...	1,370,867	5,823,075	826,376
Four months ended April 30, 1912 ...	412,313	1,751,394	289,766
From 1886 to April 30, 1912 ...	24,860,780	105,601,881	22,467,443

The output of minerals other than gold was also well maintained, though not, of course, in figures comparable with those of the more precious metal. The actual figures will be found in a table dealing with exports generally, but it may be mentioned that they all—copper, tin, and silver—appeared to reach the highest point during the years 1905-1907. In the latter year copper to the value of £203,376 was exported, and in 1906 and 1907 tin stands on the list at £147,380 and £166,139 respectively. Of minerals other than metals coal was the only one in which appreciable development took place. After a period of depression the outlook began to brighten in 1908, and the Newcastle coal strike of 1909-10 in New South Wales made the Collie coal-mining industry still more prosperous. Most of the coal raised is, of course, used in the State: but during the existence of that strike considerable quantities were sent away, and proved that under proper conditions Collie coal was a safe and economic fuel. Lack of proper bunkering facilities at Bunbury adversely affected the export at the time, but arrangements have since been made by the establishment of a Harbour Trust at Bunbury to obviate any similar disadvantage in the future.

In other avenues of industry—timber, pearls and pearlshell, sandalwood, hides and skins—trade was well maintained. In timber particularly there was marked development, due probably to the amalgamation of the various timber interests into a trust or combine in 1902,

under which the whole trade was reorganized, economies effected, and better prices secured.

The general increase in trade during the period 1901-1911 may be learned from the tables appended, the first of which gives the total imports and exports, and the second the main articles of export apart from gold:—

Year.	Imports.		Exports.	
	£	£	£	£
1901 ...	6,454,171	8,515,623		
1902 ...	7,218,352	9,051,358		
1903 ...	6,769,922	10,324,732		
1904 ...	6,672,480	10,271,489		
1905 ...	6,481,874	9,871,019		
1906 ...	6,820,933	9,832,679		
1907 ...	6,522,998	9,904,860		
1908 ...	6,178,197	9,518,020		
1909 ...	6,406,960	8,860,494		
1910 ...	7,908,386	8,299,781		
1911 ...	8,645,985	10,606,863		

The principal items of export with their values were:—

Year.	Wool.	Timber.	Pearls and Shell.	Minerals other than Gold.	Wheat and Flour.	Coal.
1901 ...	£ 378,135	£ 572,354	£ 130,730	£ 162,871	—	£ 68,581
1902 ...	458,078	500,533	178,689	61,492	—	86,188
1903 ...	443,743	619,705	224,322	109,101	—	69,128
1904 ...	419,895	654,949	164,695	97,044	1,621	67,174
1905 ...	594,872	689,943	270,156	186,298	8,850	55,312
1906 ...	605,080	708,993	255,182	221,521	206	57,998
1907 ...	812,088	511,923	269,815	394,897	131,240	55,158
1908 ...	637,068	813,591	290,741	159,563	50,071	75,694
1909 ...	1,013,180	867,419	274,960	186,408	139,705	90,965
1910 ...	966,870	972,698	348,911	160,432	431,753	113,689
1911 ...	925,450	986,341	310,764	151,671	441,487	111,154

In the case of timber these figures represent the export value only; they do not take into account the very large quantities annually used in the State itself, and which, when combined with the export, give a true idea of the magnitude that this important industry has attained. So far as coal is concerned the total output is given, as by far the greater proportion is used locally. Though the Newcastle strike brought Collie coal into notice as a good steaming coal, and for the time gave an impetus to the trade, the effects of which will not probably wholly vanish, the success of the industry will chiefly depend upon the degree to which it is used in the various industries throughout the State itself.

A study of these tables in conjunction with the statistical returns of revenue and expenditure and of population shows that beginning in 1905 an undoubted wave of depression passed over Western Australia, lasting until towards the end of 1909. The volume of trade shows a shrinkage; the expenditure of each of those years was in advance of the revenue, in spite of drastic retrenchment and reform, until on June 30, 1909, there was an accumulated deficiency of £312,631; and the population

only increased during the four years by 15,537, there being actually a decrease of 633 for the year 1907. With the beginning of 1910, however, the natural elasticity of the State reasserted itself, and the agricultural development, urged on by the lean seasons, brought distinct return, so that the revenue became more buoyant and prosperity once more the keynote of affairs. By June, 1911, the deficit was wiped off, and a small credit took its place. This, in turn, has since, owing to drought and partial failure of the crops, again become a deficiency; but with every hope of a bountiful harvest for the season 1912-13, there is no reason for any loss of confidence in the future prosperity and greatness of Western Australia.

The population of the State, which in 1901 stood at 194,109, has now (May, 1912), after making the adjustments rendered necessary by the Federal Census of 1911, reached a total of 298,457—an increase of over 50 per cent. in the ten years. The growth during the early years of the period may justly be ascribed to the enormous gold output of 1901-1904, but since 1909 it has been almost wholly due to the brisk immigration policy of the Government and the inducements offered to agriculturists and others to settle upon the land. Whatever Government may be in power these two questions must still remain as the leading features necessary to the future development of the State, and if properly carried out must bear Western Australia high on the tide of national prosperity.

While all this development has been taking place on the material side, the higher phases of national existence have not been neglected. Free from the incubus of a State Church, all denominations have vied with each other in attending to the spiritual needs of the people, and there scarcely remains a district in Western Australia where the comforts of religion cannot be secured. In educational matters great progress has been made. Manual training and domestic economy classes have been grafted on to the primary education system, and have been productive of useful results. For the better training of teachers a Training College was established at Claremont in 1902, and the Technical School system, inaugurated in 1896, has been so extensively developed that technical training is now available to the growing generation in nearly every established centre in the State. In 1911 the coping-stone was placed upon the whole educational fabric by the University of Western Australia Act, under which the University was brought into being in February, 1912, and the Senate is at present busily engaged in organizing the institution so as to start actual work in March, 1913.

As in previous years considerable attention was devoted to exploratory work. In 1901 the Government dispatched a well-equipped party, under the leadership of Mr. F. S. Brockman, with Mr. C. Crossland as second

in command, to explore the extreme northern end of the State north of the 17th parallel of latitude. The party was accompanied by the Government Geologist (Mr. A. Gibb Maitland) and a naturalist (Dr. F. M. House). Some six months were spent in a thorough investigation of the country. The practical results of the expedition consisted of the discovery of a further extensive area of pastoral country in the neighbourhood of the Charnley, Calder, Sale, Roe, Moran, and Carson Rivers and in finding satisfactory ports and routes to reach it. In addition natural history specimens of much value were secured, and a few aboriginal weapons and implements, as well as photographs of cave paintings, were obtained.

In the same year a preliminary examination of the country between Kalgoorlie and Eucla was undertaken by Mr. J. Muir, on behalf of the Railway Department, in connection with the proposed Trans-Australian Railway. The object of the trip was to obtain further information regarding that portion of the State, with a view of determining the probable cost of a railway and of ascertaining the nature and resources of the country through which the suggested line would run. In the course of the journey about 1,100 miles were traversed, mainly through country which, though mostly waterless, was well grassed and timbered.

During 1901 and for several years after Mr. F. H. Hann was engaged in exploring various portions of the State. In the first trip he started from Southern Cross and made for Ravensthorpe through waterless country, crossing on the way Lefroy's track (1863) and that of Captain Roe (1848). He next spent a considerable time on two examinations of the desert east and north of Laverton, as a result of which he was convinced of the practicability of opening up a stock route from Laverton to the South Australian border.

This desire to open up a stock route was the cause of an expedition under Mr. A. W. Canning which left Wiluna in 1907 and travelled in a northerly direction to Hall's Creek. The practicability of such a route for stock was fully proved, and in 1909-10 Mr. Canning made a second trip over the same ground and opened up the route, establishing wells at various places where water was procurable and marking out a well-defined track.

Two expeditions of a scientific character—the Swedish Scientific Expedition and the Cambridge Ethnological Expedition—set out during the year with the intention of investigating the nature of the interior of Australia and of studying at first hand the history, customs, and habits of the natives. The former returned to Perth in August, 1911, after a period of twelve months in the Kimberley district, and the latter continued throughout the year to investigate the native question.

A further expedition went out during 1911 under Mr. C. P. Conigrave and Mr. L. Burns. Starting from Wyndham they examined the country eastward towards



the South Australian border, and then, returning to their base, they went westward and northward over unexplored territory to the mouth of the Drysdale River, from which point they retraced their steps to Wyndham.

In addition to the various phases of historical interest between 1901 and 1912 that have been discussed there have been many occurrences and events of a miscellaneous character which, though of doubtful historical value, still possess a certain degree of interest for the people of Western Australia. These the writer proposes, in conclusion, to mention in more or less chronological order, leaving to the future historian, who is not harassed by too close connection and can therefore view them more proportionately, the task of sifting the wheat from the chaff.

Early in July, 1901, the Government Railways Association, dissatisfied with the terms of its employment, decided to call the whole of the railway men out, and for nearly a week the trade of the State was paralysed by its action. Though the grievances were admittedly genuine, the Government wisely decided that no consideration would be given to them unless the men returned to work. This course was adopted, and under the Conciliation and Arbitration Act the whole question was inquired into and the dissatisfaction allayed.

Fortunately the trouble was over before the arrival of Their Royal Highnesses the Duke and Duchess of York—our present gracious King and Queen—who, in the course of their tour, landed at Albany on July 20 and reached Perth on the 21st. From that date until their departure on the 26th the whole of Western Australia was *en fête*. Levees and receptions were held, the King's Park and May Drive were named, the foundation-stones of the Art Gallery and of the Fallen Soldiers' Memorial were laid, visits were paid to various public institutions, and every means taken to assure the august visitors of the devotion and loyalty of the people of the State.

Other interesting events of the year were an estimate by the Engineer-in-Chief, Mr. C. Y. O'Connor, of £4,400,000 as the cost of the Trans-Australian Railway, and the resignation of the Chief Justice, Sir A. C. Onslow, who was succeeded by Mr. (now Sir) E. A. Stone.

The year 1902, beyond matters already discussed, was uneventful, except that during its course Western Australia lost the services by death of three of its most prominent men—Mr. C. Y. O'Connor and Justices Moorhead and Hensman.

The year 1903 will ever remain memorable in the history of the State as the one in which the Coolgardie Water Scheme was completed and ample fresh water made available for the Eastern goldfields. The official opening by Sir John Forrest took place at Coolgardie in January in the presence of Federal and State Ministers and a large concourse of visitors.

In March Admiral Sir F. G. D. Bedford, the new Governor of the State, arrived. He succeeded Sir Arthur Lawley, who had been appointed to the position on the retirement of Sir Gerard Smith in 1900. In July the State Engineers-in-Chief, after an exhaustive consideration of the question in conference, recommended the construction of the Trans-Australian Railway at a cost of £4,559,000, the gauge to be 4 ft. 8½ in.

About the middle of 1904, the Very Rev. Frederick Goldsmith, who for many years had been Dean of Perth, was consecrated the first Bishop of the newly established Diocese of Bunbury. In October the Federal House of Representatives approved by thirty-four votes to twelve of a Bill to make a complete survey of the Trans-Australian Railway route. The Bill, however, to the utter disgust of the people of Western Australia, was "talked out" in the Senate.

Some excitement was caused in November by the imprisonment of Mr. John Drayton for refusing to give evidence before a State Parliamentary Committee in connection with the Empress of Coolgardie mining leases. Mr. Drayton was released early in December on a free pardon. It was generally conceded that the whole proceedings did not add to the dignity of Parliament.

Early in 1905 trouble occurred at the Collie coal mines owing to alleged discrimination on the part of employers in engaging workmen. After some three weeks' deliberations between the parties the difficulties were adjusted. Later in the year a Royal Commission was appointed to consider the ventilation and sanitation of the mines, and in May Dr. Jack, who had been appointed in 1904 to report on the whole industry, presented his views in an exhaustive report, wholly favourable to the development and extension of the industry.

Owing to continual assertions of ill-treatment meted out by station-holders and others in the north towards the natives the Government appointed Dr. Roth, of Queensland, a very distinguished ethnologist, to make a thorough investigation. His report, delivered in January, more or less justified the assertions by commenting adversely on the general treatment accorded to the aborigines. In reply it was urged that Dr. Roth's investigations were not sufficiently extensive to form an opinion, and that, further, he was far from unbiassed.

The Public Service Act passed in 1904 came into operation by the appointment in April of Mr. M. E. Jull as Public Service Commissioner. In August the Trans-Australian Railway Survey Bill was again rejected by the Senate.

The sensation of 1906 was caused by the prevalence of gold-stealing from the mines in the Kalgoorlie district. The loss to the mines through this practice became so serious that Detective Cavanagh was appointed to investigate the circumstances under which this illicit trade was being carried on. His investigations proved

that the practice was so rife that stringent legislation was necessary to deal with it. As a result the law on the subject was amended, which had the effect of wholly stopping illegal gold-buying—at any rate in Kalgoorlie.

In the timber trade the year was one of industrial unrest. Dissatisfied with the wages paid the men struck work in October, and the trouble was only patched up by a Government concession to the companies in the matter of freight, which allowed a small margin for an increase in wages. The settlement, however, was only of a temporary character, as before the end of the year it became necessary to refer the whole matter of wages to the Arbitration Court.

Other items of interest were the appointment of Mr. (now Sir) S. H. Parker to the position of Chief Justice, rendered vacant by the resignation of Sir Edward Stone; the issue of the Commissioners' classification of the Public Service, which was received with almost unanimous dissent; and the decision of the Government, in face of City Council protests, to establish the septic tank system of sewerage for Perth.

The year 1907 was not distinguished by sensational progress in any direction. As it proceeded there was evidence, in fact, of retrogression; the revenue continued to fall, the gold yield entered upon its declining period, and emigration, for the first time for very many years, exceeded immigration. Altogether the outlook during this and the succeeding two years was far from comforting. In addition 1907 was a year of continual industrial trouble. The timber workers again went out on a strike which lasted for over fourteen weeks, and was eventually settled by a compromise; and the possibility of trouble on the Eastern goldfields was only prevented by the successful interposition of wise counsels.

The entombment of an Italian miner named Varischetti in the Westralia Extension Mine at Bonnie Vale was undoubtedly the exciting incident of the year, and his rescue after many days' imprisonment by Diver Hughes, with the assistance of Diver Ahearn and others, was an event of more than State interest and importance.

Lord Kitchener's visit to Australia, in the course of which he visited Western Australia early in the

year 1910, was the cause of more than a little increase in military ardour, and unquestionably did much to make the question of defence a live one in Australian politics. His Lordship's advice, if followed, as it appears likely to be, must prove advantageous from a general as well as from a military point of view.

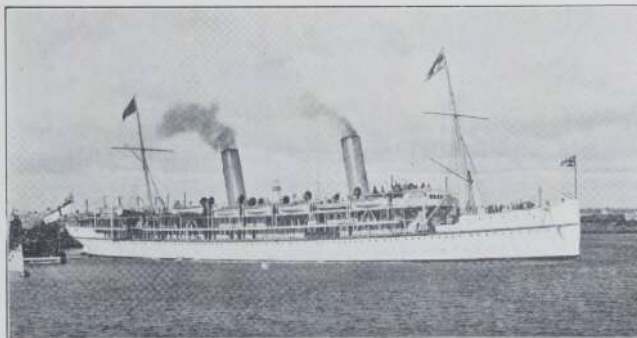
In municipal affairs the interest for the year lay in the decision of the Perth City Council to purchase the interests of the Perth Gas Company—a decision which resulted in considerable litigation, which did not cheapen the ultimate price paid for the concern.

Apart altogether from the question of politics the year 1911 was a noteworthy one. During the whole year the spirit of industrial unrest, partly caused by and partly the cause of the increasing cost of living, hovered over the State. To begin, a strike of firewood cutters at Kalgoorlie threatened to paralysise the mines; in February a similar disturbance occurred at Bullfinch;

in April trouble arose amongst the lumpers at Bunbury, as well as building strikes in Perth and one among the slaughtermen at Fremantle. These were followed by a railway strike at Geraldton, trouble among the miners at Collie, a dispute with the mine engineers at Kal-

goorlie, and just as the year closed a lumpers' strike at Fremantle, happily settled by arbitration. The same spirit of unrest has continued into 1912, the early part of which was marred by continual industrial trouble. For the past few months, however, matters have been quieter, and the future in that respect seems better assured. As the State had to face a partial failure of the harvest during the season 1911-12, it is to be hoped that that appearance of quiet may be well grounded. The revenue, owing to adverse circumstances, is again temporarily falling, but of the permanent prospects none can have doubt.

Founded as a free agricultural community, forced by need for labour to accept for a time the help of convicts, pushed to the front by sensational gold discoveries, Western Australia is returning to its earliest ideals, and bids fair to become, what the pioneers hoped for it, one of the greatest agricultural countries on the face of the earth.



DEPARTURE FROM WESTERN AUSTRALIA OF T. R. H. THE DUKE AND DUCHESS OF CORNWALL AND YORK.

## Governors, Lieutenant-Governors, and Administrators of Western Australia.

### GOVERNORS.

CAPTAIN SIR JAMES STIRLING	...	...	...	...	1828-1839
JOHN HUTT, Esq.	...	...	...	...	1839-1846
LIEUT.-COLONEL ANDREW CLARKE, K.H.	...	...	...	...	1846-1847
LIEUT.-COLONEL FREDERICK CHIDLEY IRWIN	...	...	...	...	1847-1845
CAPTAIN CHARLES FITZGERALD, R.N.	...	...	...	...	1848-1858
CAPTAIN ARTHUR EDWARD KENNEDY	...	...	...	...	1855-1862
JOHN STEPHEN HAMPTON, Esq., M.D.	...	...	...	...	1862-1868
FREDERICK ALOYSIUS WELD, Esq.	...	...	...	...	1869-1875
WILLIAM CLEAVER FRANCIS ROBINSON, Esq., C.M.G.	...	...	...	...	1875-1877
MAJOR-GENERAL SIR HARRY ST. GEORGE ORD, R.E., K.C.M.G., C.B.	...	...	...	...	1877-1880
SIR WILLIAM CLEAVER FRANCIS ROBINSON, K.C.M.G.	...	...	...	...	1880-1883
SIR FREDERICK NAPIER BROOME, K.C.M.G.	...	...	...	...	1883-1890
SIR WILLIAM CLEAVER FRANCIS ROBINSON, G.C.M.G.	...	...	...	...	1890-1895
SIR GERARD SMITH, K.C.M.G.	...	...	...	...	1895-1900
HON. SIR ARTHUR LAWLEY, K.C.M.G.	...	...	...	...	1901-1902
ADMIRAL SIR FREDERICK GEORGE DENHAM BEDFORD, G.C.B.	...	...	...	...	1903-1909
SIR GERALD STRICKLAND, K.C.M.G., COUNT DELLA CATENA	...	...	...	...	1909 <small>{ Still in Office.</small>

### LIEUTENANT-GOVERNORS AND ADMINISTRATORS.

CAPTAIN FREDERICK CHIDLEY IRWIN	...	Lieut.-Governor	...	September, 1832, to September, 1833.
CAPTAIN RICHARD DANIELL	...	Lieut.-Governor	...	September 14, 1833, to May 11, 1834.
CAPTAIN PICTON BEETE	...	Lieut.-Governor	...	May 11, 1834, to May 24, 1834.
CAPTAIN RICHARD DANIELL	...	Lieut.-Governor	...	May 24, 1834, to September, 1834.

BREVET LIEUT.-COLONEL JOHN BRUCE	...	Acting-Governor	...	February 20, 1862, to February, 1862; November 2, 1868, to September, 1869.
LIEUT.-COLONEL EDWARD DOUGLAS HARVEST		Acting-Governor	...	September 7, 1877, to November, 1877.
HENRY THOMAS WRENSFORDSLEY, Esq.	...	Administrator	...	February 14, 1883, to June, 1883.
ALEXANDER CAMPBELL ONSLOW, Esq.	...	Administrator	...	November 13, 1884, to June, 1885; Sept. 1, 1891, to July, 1892.
SIR ALEXANDER CAMPBELL ONSLOW, Kt.	..	Administrator	...	March 18, 1895, to December, 1895; March 23, 1900, to March, 1901.
SIR EDWARD ALBERT STONE, K.C.M.G.	...	Administrator	...	March 4, 1901, to April, 1901; August 14, 1902, to Mar., 1903; Mar., 1909, to May, 1909.

#### SIR JAMES STIRLING (1828-1839).

Sir James Stirling, the first Governor of Western Australia, was born in the year 1791, and was the fifth son of Andrew Stirling, of Drumpellier, Lanarkshire, who had married his cousin (Anne), the daughter of Sir Walter Stirling.

The family of Stirling was well-known and celebrated in the naval annals of the eighteenth century, an uncle of Sir James (Vice-Admiral Charles Stirling) being second in command at the memorable action fought by Sir Robert Calder against the combined French and Spanish fleets off Cape Finisterre in 1805. For this action Calder was severely criticized, and he asked for a court-martial. He was reinstated by Nelson, but was not present at the battle of Trafalgar. The maternal grandfather of Sir James Stirling was also distinguished in the naval annals of the period, having been knighted for his services, eventually being promoted to the position of Commodore at the Nore.

Sir James Stirling entered the Navy on August 12, 1803, as a first-class volunteer on board the "Camel," a store-ship, commanded by Captain John Asycough, fitting for the West Indies, where he became midshipman of the "Hercule" (seventy-four guns), bearing the flag of Sir John Thomas Duckworth. Joining next the "Glory" (ninety-eight guns), he fought in the action off Cape Finisterre under the flag of his uncle (Rear-Admiral Charles Stirling), whom he followed into the "Sampson," and afterwards into the "Diadem," each sixty-four gun ships. Still under the command of his

uncle, who had been promoted to the chief command of the Rio-de-la-Plata expedition, he was present at the fall of Monte Video. Returning to England about 1808 he was appointed to the "Warspite" (seventy-four guns) under Captain Blackwood, and stationed at first in the English Channel and then in the Mediterranean.

He obtained his first commission as a Lieutenant in August, 1809, being appointed on April 1, 1810, to the "Hibernia" and transferred in October, 1810, to the "Armide," both of which were employed on the Home service. During November, 1811, he was appointed Flag Lieutenant to his uncle, now Vice-Admiral, being appointed Acting-Commander of the "Moselle" (eighteen guns) in 1812; and on June 19 he was confirmed in the rank of Commander and appointed to the "Brazen" sloop, mounting twenty-eight guns.

During the American War of 1812 he rendered excellent service; cruising off the mouth of the Mississippi he succeeded in damaging greatly the commerce of the American gulf ports, besides making the coast very insecure for the enemy. Such was his record up to that time, that for any duty requiring special knowledge he was detailed. In 1813 he was sent to afford protection to the Hudson Bay settlements, which had been menaced by the Americans. The severity of this order, which carried him from the Tropics to the Arctic circle, did not affect the industry and energy of the youthful Commander, and Lieutenant Stirling carried out his work with discretion.

At the conclusion of hostilities he was nominated Acting-Captain of the "Cnydus" (thirty-eight guns), but did not stay long with this ship. Returning to the "Brazen" with full Captain's rank, he was placed on the peace establishment, and he continued to serve in that vessel until she was paid off in 1818. To attain the rank of Captain, even in those days of strenuous naval activity, within fifteen years, was not altogether a common occurrence, and Captain Stirling thus early demonstrated the presence of that energy which was to carry him to greater heights in his career.

On the conclusion of his service in American waters the then Commander-in-Chief on that station wrote the following minute to the Lords of the Admiralty:—

I cannot permit Captain Stirling to leave this station without expressing to your Lordships my entire satisfaction with his conduct while under my command.

The zeal and alacrity he always displayed in the execution of whatever service he was employed upon are above praise; but it is to his acquaintance with foreign languages, his thorough knowledge of the station, particularly the Spanish Main, and his gentlemanlike and conciliatory manners, that I am so much indebted for the preservation of friendly intercourse with the foreign colonies in this command. I conceive that it will be as gratifying for your Lordships to hear, as it is for me to make, so honourable a report of this able and intelligent officer, whom I detach from my command with considerable regret; but I feel at the same time a very sincere pleasure in thus recommending him to the notice of your Lordships.

On such a report being made by a commanding officer early promotion was almost sure to follow, therefore there could be no surprise when Captain Stirling was elevated to post rank in 1818.

His next appointment was in January, 1826, after over seven years of shore life. During this period he had entered into bonds of another character, having married on September 2, 1823, Ellen, third daughter of James Mangles, Esq., of Woodbridge, Guildford, who was High Sheriff for Surrey (1808) and M.P. for Guildford (1832-7). It is, therefore, not difficult to ascertain the reason for the names of Woodbridge and Guildford in Western Australia, nor the interest displayed by the Mangles family in its welfare.

On January 25, 1826, Captain Stirling was appointed to the "Success," and sent to form a settlement in Raffles Bay, Torres Strait. The successful manner in which he carried out this duty earned for him the hearty commendation of the Governor of New South Wales.

In October, 1828, nine months after he had relinquished the command of the "Success," he was, owing to a report he had made of the Swan River, whilst in command of that vessel, sent to form a settlement in Western Australia at that point. Here he remained, with but one furlough, until 1839, as the first Governor of the infant colony. He was induced in this year to tender his resignation, owing to the apparent imminence of a war with France, when it was extremely desirable that all officers of the Royal Navy should return to the active list.

The more detailed movements of his term of office as Governor of Western Australia are set out fully in another place, in that portion of this work which treats of the history of the State. It is sufficient to say here that in the work of government he had evinced a degree of zeal and ability that had procured for him a knighthood and ultimately the acknowledgments of Her Majesty. The best summing-up of this portion of his career can be gathered from the address presented to him by the colonists on its conclusion, from which we quote a part:—

They could testify with confidence and gratitude that the general tenor of His Excellency's administration had been highly and deservedly popular; that they had invariably experienced in him a friend of warm sympathy with individual distress, and an entire and liberal promoter of every good and liberal institution, an able and zealous patron of every enterprise suggested for the general welfare, and in all the domestic and social relations of private life an example worthy of his high station.

In the light of subsequent events the early acts of the Governor do not always seem to have been in the best interests of the infant settlement. He was a naval officer of great attainments, but also with the prejudices of his class, and this interfered in a measure with a just knowledge of the limitations of his own powers. However, there can be no doubt that he aimed only at the best, and he deservedly bears a high character for integrity of purpose and probity of action.

Sir James Stirling was appointed in October, 1840, to the command of the "Indus" (seventy-eight guns), and continued in that ship until she was paid off in 1844. From 1847 to 1850 he commanded the "Howe" (120 guns). On July 8, 1851, he was promoted to the rank of Rear-Admiral. He was Commander-in-Chief in China and the East Indies from 1854-1856. He became Vice-Admiral on August 22, 1857, and Admiral on November 22, 1862. He died on April 22, 1865.



Photo by Bertelto.

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GOVERNOR STIRLING.

By his acts as the first Governor of this State Sir James Stirling is best known to us, and in attempting a criticism of those acts it will be as well to remember the difficulties which faced the officer who was in supreme command during the earlier stages of this State's existence. It will be seen from a perusal of the short foregoing synopsis of Admiral Stirling's life that he was essentially a naval officer, whose life from the early age of twelve years had, with one short interval, been spent practically on active service. Thus it can be inferred that habits of strict discipline had become part and parcel of his daily routine. Acts that would, therefore, appear to the colonists as arbitrary and overbearing would be to him as mere matters of ordinary discipline. We must remember that as a lad he had been in the Navy at the time of Trafalgar, though not present at the action itself, and would necessarily have all the prejudices and opinions of his class. To accuse such an officer of favouritism would be not only unfair but in a measure untrue, yet we cannot but admit that the actions of Sir James Stirling bear out this contention to a certain extent. He was the representative of a class, and his actions were but the outcome of the in-

grained teaching, not only of his own life, but of that creed which had, considering his parentage, been born with him. Then, again, as practically the founder of the State, inasmuch that upon his reports it had mainly been colonized in the first instance, he was, perhaps, a little over-sanguine as to its immediate prosperity. No doubt many of the earlier settlers had been led away by his glowing reports and had embarked on the enterprise of colonization with but little aptitude for the work. Then when the pinch of dire necessity came, as it invariably does in such communities, the Governor was blamed for a series of circumstances over which he had no control.

Whatever may have been his faults as an administrator, he nevertheless brought to that rule an integrity of purpose, combined with an energy and steadfastness of action, that forever outlines the purity of his motives. Noble-hearted, kind and liberal, and as true as steel, he was an excellent type of the British naval officer at his best, and the colony founded by him amid so much difficulty and discouragement in 1829 now ranks in point of political development and independence with the oldest and proudest possessions of the Crown.

#### JOHN HUTT (1839-1846).

In January, 1839, Sir James Stirling was succeeded in the Governorship of the infant settlement by John Hutt, Esq., who had been formerly Governor of North Arcott, in the Madras Presidency, and was a member of a family famed for its efforts in colonization.

Mr. Hutt was the son of Richard Hutt, of Appley Towers, Ryde, Isle of Wight, being named after an uncle who was one of the most distinguished of the naval captains serving under Lord Howe. Captain Hutt was wounded in the action under Lord Howe off Ushant on June 1, 1784, where the French fleet was signally defeated. Hutt had the misfortune to lose a leg, and the wound taking an unfavourable turn he died on June 30, a monument to his memory, together with that of Captain Harvey, being erected at public expense in Westminster Abbey. Coming from a family which had been largely concerned in colonization (his brother, Sir William Hutt, afterwards being a commissioner for the foundation of South Australia and a member of the New Zealand Company,

to which was mainly due the annexation of those islands to Great Britain) it was early seen that the new Governor held strong views on this subject. That these views should more or less bring him into conflict, sometimes of a strenuous nature, with the settlers of the colony was to be expected. However, though many differed from Mr. Hutt, not only in the expression of his theories but also more strongly at his attempt to put them into practice, still he held a very high place in the colony in which he wielded the supreme authority.

Gifted with the truest spirit of liberality and tolerance the Governor welcomed all fair criticism of his policy, and the undeviating candour of his opponents gave him no offence. With zeal, industry, and integrity he performed the functions of his onerous and difficult office, and his honesty, sincerity, and thorough consistency of purpose, even when his views appeared mistaken, earned for him the gratitude and affection of the colonists.



Photo by Bartolletto.

GOVERNOR HUTT

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A Liberal in politics, he sought by every means to liberalize the system then in vogue in Western Australia, and in all his acts the great first principles of the Liberal Party were predominant.

On making known his decision to resign before the conclusion of his commission as Governor, his determination was received with exceeding regret by the great bulk of the colonists. Speaking at this time and on this subject a writer in *The Swan River News* says:—

Good Governors are rare at all times, and few have displayed such a combination of judicious firmness and candour as Mr. Hutt, and we trust that his intention to retire from the position of Governor does not extend to a wish to retire from the Public Service. He has always been open to conviction—he has never abandoned principle to obtain an ephemeral popularity—he has never given personal offence even when resisting popular claims. We sincerely wish to see the talent, developed and matured on so limited a stage, made available in a wider and more important sphere of action.

Mr. Hutt succeeded to the Government just previously to the violent reaction which took place in regard to colonization in general, a reaction of which Western Australia, never a very popular place, received more than its fair share. It is not too much to say that the acts of the Governor at this time helped materially to save the infant settlement from utter disaster, even though eventually he may have erred on the side of over-caution. Still, if the evidences of increased prosperity were absent, there was, nevertheless, no sign of the decay that had afflicted similar communities.

The further materials for a biography of Mr. Hutt are scanty and withal somewhat unreliable, and it is impossible to follow his career with any certitude; suffice it to say that upon relinquishing his position as Governor in 1846 he carried with him the best wishes of his fellow colonists.

#### LIEUTENANT-COLONEL ANDREW CLARKE, K.H. (1846-1847).

On January 27, 1846, John Hutt, Esq., handed over the office of Governor to Lieutenant-Colonel Andrew Clarke, K.H., a distinguished soldier and administrator.

Born at Belmont, County Donegal, Ireland, in 1793, the new Governor was fifty-three years of age when he assumed the supreme authority under the Crown in Western Australia. The greater part of his life had been spent in the military service of the country, in which in the 46th Regiment of Infantry he had risen to rank of Lieutenant-Colonel. At the early age of eighteen years he was for a time in command of the whole of the troops in Van Diemen Land, and from that time onward he had been continuously on duty.

Lieutenant-Colonel Clarke, however, did not come to the difficult position of Governor of a Crown colony direct from the military service, as he had previously been Governor of St. Lucia, one of the West Indian dependencies of the British Crown. In fact, before the appointment of Governor Hutt to Western Australia seven years previously he had been freely mentioned in official circles as the likely Governor of this colony.

Unfortunately a strenuous life in the Public Service, mostly in tropical and sub-tropical climes, at a period when the measures now used to combat the on-

slaught of their insidious diseases were but little known, had undermined the constitution of Colonel Clarke, and he was throughout the whole of his career in Western Australia almost a confirmed invalid.

Unlike the previous Governor, Colonel Clarke was married, and the colonists looked forward to the fact that the social side, which had been somewhat in abeyance during Governor Hutt's term of office, would be revived. Colonel Clarke was accompanied to the colony by his wife and her daughter by a former marriage, Miss Jackson.

Governor Clarke's ability for governing a colony wisely and beneficially had already been thoroughly tested in his previous Governorship of St. Lucia, and the colonists of Western Australia were at the outset highly delighted with the choice of the Home Office. It was said that the problems facing Colonel Clarke in the



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GOVERNOR CLARKE.

position of Governor of a Crown colony like Western Australia were not likely to find a counterpart in those of a West Indian dependency, yet the wisdom that helped him to avoid offence in the petty jealousies of St. Lucia would well serve him in his new sphere of action.

The opening acts of the new Governor were viewed by the settlers with feelings of the liveliest approbation, and the only cloud was the uncertain health of Colonel

Clarke, for his condition was steadily growing worse. Though afflicted with a painful disease Colonel Clarke displayed the greatest energy in his new charge, and for the first time in the history of the colony educational facilities were brought within the reach of the humblest citizens. Then, again, the treatment and moral uplifting of the aborigines engaged his attention, and death found him in harness on February 11, 1847, after but one short year in Western Australia.

It is impossible to say much as to the effect of Lieutenant-Colonel Clarke's administration of affairs in Western Australia, as the Highest of all Authorities had so soon removed him from the scene; but even for the short period he held the reins of office we must accord

to him the clearest judgment and most benevolent intentions.

As to his personal character Colonel Clarke was truly hospitable, but his most endearing quality was the true and humble piety of his soul, which he carried into every action of life. Perhaps the best epitome of his moral worth is to be found in the last paragraph of the proclamation announcing his death, and in conclusion we will quote it:—

The high moral and religious principles of the deceased, and his anxious zeal for the best interests of the people committed to his charge, united to his great experience during a period of forty-two years as a military officer, and latterly both as a Governor in West Indies and in this colony, gave promise of the fullest blessings of a just and paternal administration.

### LIEUT.-COLONEL FREDERICK CHIDLEY IRWIN, K.H. (1847-1848).

Six days after the arrival of the "Parmelia," H.M.S. "Sulphur" arrived at the then "settlement in embryo" of the Swan River, carrying a detachment of the 63rd Regiment, under the command of Captain F. C. Irwin, for the protection of this latest venture in the history of colonization on the part of the British Crown.

Captain Irwin, the officer in charge of this small military post, was destined to play no inconspicuous part in the new settlement, and his own interest in the venture can be seen when we consider that in the first allotment of townsites in the infant city of Perth his name appears first on the list.

By virtue of his position as officer commanding the troops Captain Irwin became senior member and Vice-Chairman of the Legislative Council appointed by Governor Stirling in January, 1831. Judging by the careful and successful administration of the troops under his command the appointment to the Council

of Captain Irwin was a wise one, and in later years he was to demonstrate his ability to govern in a wider sphere.

Early in the history of the State he was called upon to exercise the functions of chief ruler, and from September, 1832, until September, 1833, he acted as administrator during the absence of Governor Stirling.

Identified in all the movements that had for their object the moral and spiritual welfare of the colony, Major Irwin, who had been promoted early in the history of the colony, did much for the well-being of the infant State.

Being transferred he again returned to this State in command of the troops, and on the death of Lieutenant-Colonel Andrew Clarke he assumed the Governorship of the colony, acting in that capacity from February, 1847, until August, 1848, when he was relieved by Captain Charles Fitzgerald.

His actions at this time were somewhat adversely criticized, but throughout the whole of his career Lieutenant-Colonel Irwin had greatly at heart the welfare of the colony. Stern and uncompromising in regard to all matters of morality

he was, however, merciful and just in all his pronouncements.



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GOVERNOR IRWIN.

### CAPTAIN CHARLES FITZGERALD, R.N. (1848-1855).

The next occupant of the vice-regal office in Western Australia was Captain Charles Fitzgerald, a captain in the Royal Navy. Captain Fitzgerald succeeded

Lieutenant-Colonel F. C. Irwin, or more strictly speaking, Lieutenant-Colonel A. Clarke, as Colonel Irwin, though he assumed the title and dignity of the office on

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the death of Colonel Clarke, had never been confirmed in the position.

Captain Fitzgerald was born at Kilkee, County Clare, Ireland, in 1791, his father being a country gentleman of the old Irish school. He entered the Navy on March 17, 1809, passing his examination in 1815, and obtaining his first commission on March 27, 1826. He served as a Lieutenant in the Coast Guard from April 17, 1832, to September, 1833, when he was transferred to the "Cruizer." In 1836 he was transferred to the "Belvidera," being afterwards appointed to the command of the "Buzzard" on July 26, 1838.

Captain Fitzgerald was invalided home from the West African station in February, 1840, acquiring his present rank very shortly afterwards, and being placed on half-pay. Captain Fitzgerald, however, before assuming the reins of government in Western Australia had had some experience in administrative affairs with regard to Crown colonies, having been for some time Governor of the Gambia Settlements in West Africa.

The newly-appointed Governor was a typical sailor, bluff, kind-hearted, and generous; but though his ability in nautical matters was undoubted, still in the peculiar circumstances of the colony at that time the presence of a business man of proved ability at the head of affairs was of pressing necessity. In 1848 a profound depression reigned in the colony, and there were not wanting expressions of the opinion that perhaps it would be better to abandon the attempts at colonization in what appeared to be a desolate land. The despatches of the Governor to the Secretary of State accentuated this view, and only the indomitable energy of the early settlers combined with the suggestions of the Governor for relief saved the situation. To this condition of affairs we owe the fact that Western Australia became a penal settlement, and whatever may be the opinions as to the wisdom of the measure, it certainly solved the question for the time being.

Nothing but the desperate condition of the country in 1848-9 can be pleaded in extenuation of the establishment of the penal system, but stern remedies were needed to save the infant settlement from ruin, and Governor Fitzgerald was scarcely to blame for the action that he took. With wise forethought Governor Fitz-

gerald, assisted by the foresight displayed by Captain Henderson, the Comptroller of Convicts, utilized the system to develop the country by opening communication throughout the colony and encouraging the settlement of the interior.

However, the Governor came in for more than the usual amount of criticism, not so much on matters of policy, but more particularly for his method of administration. A man of matured judgment, with an autocratic temperament which had been nurtured and fostered by his previous nautical training, Captain Fitzgerald's demeanour was many times that of the quarter-deck, and he more than once gave expression to the annoyance he felt at many of the caustic comments levelled at his methods.

The advance of the colony during his administration can be traced by its progress in political matters and the establishment of institutions for the welfare and education of the people. On March 13, 1851, the Imperial Act to establish a Legislative Council was proclaimed in Western Australia, though no advantage was taken of its provisions until twenty years later, and in the same year a Mechanics' Institute was founded at Fremantle, while in 1852 Governor Fitzgerald laid the foundation-stone of the Swan River Mechanics' Institute. During 1851 the first smelting furnace was erected in Western Australia, so that taking into consideration the state of the settlement on the arrival of



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GOVERNOR FITZGERALD.

Captain Fitzgerald as Governor much certainly had been accomplished. Then, again, the exploration of the country engaged the energies of the Governor, and as the leader of an exploring expedition he had the misfortune to be speared by a native at Northampton in 1848.

Certainly, before he relinquished the position, Governor Fitzgerald had the pleasure of seeing the fulfilment of many of his wise measures in the increased prosperity of the country, but it had been a period of persistent anxiety, and it was with thankfulness he retired from the Governor's seat.

He was created a C.B. in 1857, and died on December 29, 1887, in his ninety-sixth year, having evinced until his death the liveliest interest in Western Australian affairs.

**SIR ARTHUR EDWARD KENNEDY, G.C.M.G., C.B. (1855-1862).**

Captain Fitzgerald was succeeded in the position of Governor of Western Australia by Captain Arthur Edward Kennedy, afterwards Sir Arthur Edward Kennedy, a retired infantry officer, and the third Irishman in succession to hold the position of supreme authority in Western Australia.

Governor Kennedy was the fourth son of Hugh Kennedy, of Cultra, County Down, and was born in 1809. Educated at Trinity College, Dublin, he decided on a military career, and entered the army as an ensign in 1827. Promoted Lieutenant in 1832 and Captain in 1840, he retired from the Army in 1848 with Captain's rank. In 1846 he became County Inspector of the Board of Works, and served under Sir John Burgoyne, in the Irish famine, as a Relief Inspector, and subsequently as Poor Law Inspector until the office was abolished in 1857.

Curiously enough, his first appointment in the Colonial Service was the office of Governor of the Gambia Settlements, which had previously been held by his predecessor in the government of Western Australia, Captain Fitzgerald. However, Captain Kennedy was very soon transferred to a more important charge, that of Sierra Leone. In 1854 he was appointed Consul-General of Sherborough County, and was promoted to Western Australia as Governor in 1855.

Physically the new Governor was a remarkable man, of commanding presence; his soldierly training had only accentuated his strong personality. No man in the position of Governor of Western Australia ever had as large a sense of the dignity of the position; and this, together with his autocratic demeanour, did much to render an otherwise fine character unpopular amongst the settlers. A man of large originality, the narrow outlook of departmental affairs in a struggling Crown colony barely gave sufficient scope for his strong personality, and many of his acts bore the impress of autocracy that in a larger sphere of action would have passed unnoticed.

The Governor was a man of more than ordinary oratorical ability, and his charming manners and perfect ease made him deservedly popular in this respect, and yet, with all that goes to make for success in the position of a leader, he somehow failed to gain the unqualified

praise of those with whom he was brought into contact. Overwhelmed, as it seemed, with what he considered to be his position as the representative of the Crown, his excess of dignity did much to militate against his perfect success. Intellectual, extremely cultured, and of perfect address, still his arbitrary nature has left its autocratic impress on all the legislative measures that were enacted during his term of office.

In another place detailed mention has been made of the Governor's legislative work, and it is hardly necessary to make further comment here, sufficient to say that his interest in the "ticket-of-leave" men and the liquor traffic was in neither case reciprocated. That many of his legislative measures were the outcome of a most enlightened mind it is true, and had he been allowed to follow out his own views a most substantial land tax would have been very early adopted in Western Australia. The Governor viewed with alarm the alienation of large blocks of land so early in the history of the colony, and much future trouble might have been saved if his propositions had been given effect. A great admirer of the educational system known as the Irish National very soon brought him into conflict with the Roman Catholic priesthood, led to some amusing situations, and brought some loss of dignity to the Governor.

Much of the success of the colony at this time was due to the large expenditure of Imperial funds under the "convict system," and with this in view Captain Kennedy looked upon the government of the colony in many respects as a purely personal one. To such an extent did his despotism grow, that on August 6, 1856, the citizens held a public meeting in Perth to protest against the arbitrary methods of His Excellency.

In 1862 Governor Kennedy relinquished the reins of office in Western Australia, and in his farewell address he appropriated most of the undoubted prosperity of the colony as the direct outcome of his legislative efforts. Whatever may have been his faults as Governor of Western Australia, his abilities were highly appreciated by the Home authorities, and in 1863 he was appointed Governor of Vancouver Island.

In 1867 he was made a K.C.M.G. and transferred to the position of Governor of the West African Settle-



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Governor Kennedy.

ments. Concurrently with the position of Governor he acted at Sierra Leone as the Commissioner for the abolition of the slave trade, being endowed with large and plenary powers in this respect. In 1872 he became Governor of Hong-Kong, relinquishing that office in 1877 to become Governor of Queensland, which position

he resigned in 1883, and died at Aden while returning to England on June 3, 1883.

Sir Arthur married in 1835 Georgina, daughter of Mr. J. Macartney, who died in 1874, leaving one son, who entered the Army, and two daughters. He was created C.B. in 1862 and G.C.M.G. in 1871.

### JOHN STEPHEN HAMPTON, M.D. (1862-1868).

The next occupant of the Governor's seat in Western Australia, John Stephen Hampton, Esq., was one whose knowledge of Colonial administration had been restricted almost entirely to the convict system. Mr. Hampton had formerly been connected with the Medical Department of the Royal Navy, and his first appointment in Australia had been that of Surgeon-Superintendent of the convict ship "Constant," which arrived in Van Diemen Land in 1843. He signalized his arrival in that colony by joining the opponents of the then Governor, Sir John Eardley Wilmot. He was appointed Comptroller-General of Convicts in Van Diemen Land in succession to Captain Forster, subsequently being censured by the local Legislature, in conjunction with some other officials, for having derived profit from the labours of the prisoners. In 1855 the Legislative Council of the colony appointed a Select Committee to inquire into the administration of the Convict Department, and Mr. Hampton on being ordered to appear before it declined to do so, and the Governor of the time, Sir Henry Young, refused

to compel his attendance on the ground that the convicts were under Imperial control. This led to his being ordered to appear before the bar of the Council on a charge of "contempt," and a warrant was issued to compel him to be present. Mr. Hampton threatened to resist the warrant, but eventually wiser counsels prevailed and the warrant was served. As the Council still insisted that Mr. Hampton should appear before the bar, the Governor prorogued the Council and the warrant lapsed. Obtaining leave of absence, Mr. Hampton visited Sydney, going thence to England, where the Court of Appeals upheld a decision of the Tasmanian Courts in his favour. Mr. Hampton's action had evidently met with the approbation of the Colonial Office, it being so favourably received that he was appointed Governor of Western Australia in 1862.

A great deal of speculation was abroad in Western Australia in regard to the next holder of the vice-regal dignity, and when the knowledge that Mr. Hampton was to be the new Governor reached the colony it was anticipated that the opening up of the settlement by means of convict labour would soon be an accomplished fact. In this hope the anticipations of the residents

were soon realized, for Governor Hampton utilized the convict labour to its fullest extent. However, a new era in convict administration had dawned in Western Australia, which if it had been continued would soon have brought the settlement in this respect to the level of the Tasmanian administration.

Governor Kennedy had indeed been autocratic, but it was an autocracy that was dictated by a sense of kindness and nobility. Not so that of Governor Hampton, which was somewhat tyrannical and harsh, and partook more of the methods of the "white overseer" of the slave plantations than of the wise and benign rule of the first Comptroller-General. Public indignation not a moment too soon compelled better treatment

than that which had hitherto been meted by the Governor and his son, who had been appointed to the position of Comptroller-General. The records of father and son suffer through the harsh treatment accorded to the convicts, and only the more humane treatment the convicts received after public opinion had forced a reversal of the previous policy can be offered in condonation of the methods of these two officials.

It must be said, however, to the credit of the Governor that his public works policy had resulted in marked benefit to the settlement, and throughout the whole of the general administration a most energetic tone prevailed.

The colonization of the North-West received special attention, which, though not unattended with disaster,



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GOVERNOR HAMPTON.

steadily progressed, and the extension of the pearl fisheries added further material wealth to the colony.

This general progression and advancement in prosperity fostered the desire on the part of the colonists for more extended political rights, and the agitation which years later ended in responsible government now took definite form.

Throughout the whole of his career as Governor of the colony, Mr. Hampton displayed a genius for practical progression, which despite his earlier acts in refer-

ence to the convicts, made his administration deservedly popular. It is regrettable that an otherwise fine career should have been spoilt by his harsh tyranny toward this unfortunate class, for the Governor's eminently practical and businesslike methods had done much for the material prosperity of the country.

In 1868 Mr. Hampton relinquished the Government of the colony, and transportation was entirely suspended during the same year. He died on December 1, 1869.

### SIR FREDERICK ALOYSIUS WELD, G.C.M.G. (1869-1875).

The next Governor in order of succession was Mr. Frederick Aloysius Weld, who took the reins of office from Mr. Hampton in September, 1869. Mr. Weld was the third son of Humphrey Weld, Esq., of Chideock Manor, Dorset, and his wife, Maria, daughter of Charles, seventh Lord Clifford of Chudleigh, and nephew of Cardinal Weld, of Lulworth Castle. Born on May 9, 1823, Mr. Weld was educated at that distinguished Roman Catholic seat of learning, Stonyhurst College, afterwards completing his studies at Freiburg, in Switzerland. Having decided to embrace a colonial career, he emigrated to New Zealand in 1844, and following the general trend of young immigrants of good family he embarked on a pastoral career. Of an energetic and determined nature, the purely pastoral life of the young settler was interspersed with episodes of difficult and dangerous exploring work, and in his new sphere his abilities were rapidly bringing him into prominent notice.

In 1848 Mr. Weld was offered, but declined, a seat in the nominee Legislative Council by Sir George Grey, the great Pro-Consul having marked the high capacity of the new settler. Imbued, however, with the spirit of freedom, a force which was eventually to carry him to a pinnacle he had but little thought of, Mr. Weld took a very active part in the agitation to secure representative government for the land of his adoption. The first elective Parliament found Mr. Weld as a member of the House of Representatives, and in 1854 he was made a member of the Executive Council of New Zealand. In 1860 he was Minister for Native Affairs in the Stafford Ministry, eventually becoming Premier in 1864.

When Mr. Weld came into office the disastrous

native war was raging in New Zealand. The General of the Imperial troops and the then Governor of the colony were at loggerheads, and the position of the colony was

most precarious. The Maoris had menaced the capital from a fortified position, and the colony was in the throes of financial embarrassment, and ruin threatened the State. Colonial stocks were unmarketable, and the state of affairs was the worst that could be imagined. Under these conditions, the previous Government having resigned without meeting Parliament, Mr. Weld undertook the superhuman task of bringing order out of chaos. Prior to the formation of his Ministry he put forward, as the basis of his policy, the necessity for the immediate withdrawal of the Imperial troops and the acceptance by the colony of the sole responsibility of the war. He proposed to carry on the war by the colonial militia, forming them into small bodies

of bushmen, and gradually, by these means, supplemented by wise construction of roads, he pushed the Maoris back into the interior of the island. On the defeat of the Waikato tribe, as a mark of his displeasure he confiscated their lands, breaking at one blow their power and pride. With his wise use of colonial troops Mr. Weld quelled the war, but side by side with these militant measures he brought forward the Native Rights Bill, with which was incorporated the principle of native representation, and he formed Native Land Courts.

The credit of the colony was now restored, the finances of the country placed upon a sound basis, and many wise administrative measures were brought into being. This eminently satisfactory condition of affairs was due entirely to the untiring energy and ability of Mr. Weld.



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GOVERNOR WELD.

In 1865 the Weld Ministry was defeated on the defence proposals and, having resigned his onerous charge, Mr. Weld decided to return to England to recuperate his health. On arrival in England he found that his fame had preceded him, and the then Secretary of State for the Colonies openly stated his intention of offering to Mr. Weld a colonial Governorship. Notwithstanding that a change of government took place at this period in England, Mr. Weld was offered and accepted the position of Governor of Western Australia in 1869.

Arriving in Western Australia with a close knowledge of responsible institutions the new Governor very soon demonstrated that the system of government that then obtained in Western Australia did not meet with his approval. However, his first attempt to form a Government of proper Ministerial responsibility had to be abandoned owing to the peculiar circumstances prevailing in Western Australia at this period, it being judged impossible and unwise to give a full measure of democratic rule. During his term of office as Premier of New Zealand Mr. Weld had been greatly instrumental in bringing all portions of the island into communication by means of the electric telegraph; this he also followed out in Western Australia. The isolation of the colony from the others of the Australian hinterland also occasioned him grave concern, but the larger undertakings were then outside the realm of practical politics.

Another matter that caused His Excellency grave concern was the meagre information available on the character of the interior lands of the State, and he determined to have this somewhat unknown territory explored. His choice of a leader fell upon Mr. (now Sir) John

Forrest, a most happy choice, for in the character of an explorer Sir John now holds a deservedly high place in the annals of Australian adventure. It was during the term of office of Governor Weld that the Education Act was passed, which gave general satisfaction. A system was adopted which placed all religious denominations upon an equality, grants of land being made to all of them by the Governor in proportion to their number. Steam communication was opened up along the coasts, and two of Mr. Weld's last acts were to cut the first sod of the first railway in Western Australia and plant the first post of that telegraph line which was to connect Western Australia with South Australia.

Relinquishing office in December, 1874, he was appointed Governor of Tasmania, where he remained until 1880. On the conclusion of his term of Governor in Tasmania he was knighted and appointed Governor of the Straits Settlements, which position he held until 1887, when he retired on a pension. In 1885 he was created G.C.M.G. Sir Frederick married in 1858 Filomena Mary, eldest daughter of the late Ambrose de Lisee, of Grace Dieu Manor, and Garendon Park, Leicester. He died on July 20, 1891, at Chideock Manor, Bridport, leaving six sons and seven daughters.

Sir Frederick Weld was a man of ability and culture, straightforward and chivalrous both as a Minister and a Governor, but sometimes autocratic and wanting in tact. His life was spent in the colonial empire of Great Britain at a period of great expansion, and his wise and statesmanlike rule certainly proves him to be one of the best administrators that sat in the vice-regal chair in Western Australia.

### SIR WILLIAM CLEAVER FRANCIS ROBINSON, G.C.M.G.

(1875-1877, 1880-1883, 1890-1895).

Sir Frederick Weld was succeeded in the office of Governor of Western Australia by another powerful personality, Sir William Cleaver Francis Robinson, who had not yet attained the dignities which eventually were conferred upon him. The fifth son of Admiral Hercules Robinson, William Cleaver Francis Robinson, who was to follow in the footsteps of his still more illustrious brother, was born in January, 1834. He entered the colonial service as Private Secretary to his brother, Sir Hercules Robinson, afterwards Baron Rosmead, who was then Lieutenant-Governor of St. Kitts. In 1859 Sir Hercules Robinson was appointed Governor of Hong-Kong, and the subject of our sketch accompanied him, still in the capacity of Private Secretary.

In 1862 Mr. Robinson was appointed President of Montserrat, and was now definitely launched on his career as a builder of that Greater Britain which was to be the outcome of the colonial expansion of the Home Land. From January to October, 1865, Mr. Robinson

administered the government of Dominica, and in May, 1866, became Governor of the Falkland Islands.

It was, however, in his next position that he was to be called upon to display that marvellous ability and tact which were eventually to place him in the front rank of colonial administrators. On July 5, 1870, he assumed the Governorship of King Edward Island, now a part of the Dominion of Canada, and during his administration the vital question of Canadian Union was debated and discussed. It is not too much to say that his patience and judicious counsels assisted greatly to bring about the union in 1873.

On November 14, 1874, he was appointed Governor of Western Australia, assuming the position on January 11, 1875. The new Governor was an able administrator, with a large and intimate knowledge of colonial affairs, and considering the part he had played in Canadian Union it came rather as a surprise to find that acting under the instructions of the Secretary of State he set

his face strongly against the agitation for responsible government in Western Australia. During this his first term of office of Governor of the colony the political aspirations of the people were restrained, and as a consequence the administration of Mr. Robinson was of a merely routine nature. He relinquished the position in 1877, on his appointment to the Governorship of the Straits Settlements, following in the footsteps of his distinguished predecessor in the Western Australian Governorship, Sir Frederick Aloysius Weld.

In 1877 he was created K.C.M.G., having been made C.M.G. in 1873, and in 1878 he proceeded to Bangkok on a special visit to invest the King of Siam with the G.C.M.G. insignia, on which occasion he was invested with the Grand Cross of Siam, which he received permission to wear.

On April 10, 1880, he again assumed the office of Governor of Western Australia. During his second administration he left his mark on the colony, for he was successful in wiping out the huge debt of £80,000 and leaving a balance of £32,000 in the Treasury. It was now that the colonists found in him a sympathetic helper in all their political aims, and when in 1883 he left to assume the office of Governor of South Australia it was with feelings of regret that his departure was heralded.

In 1889 he left South Australia to act as Governor of Victoria, during the absence on leave of Sir Henry Loch. His administration, which extended from March 9 to October 18, 1889, was a most pronounced success. On the return of Sir Henry Loch and his subsequent removal to the Cape as Governor of Cape Colony, Sir William administered the government from November 12 to 18,

pending the arrival of the Earl of Hopetoun, who had been appointed to succeed Sir Henry. His administration had been so acceptable in Victoria that at the conclusion of Sir Henry Loch's Governorship the Premier and Leader of the Opposition were about to send a joint request to the Colonial Office, that he might be nominated his successor.

Sir William, who had been created G.C.M.G. in 1887, subsequently proceeded to England, having been nominated for the third time to the office of Governor of Western Australia. Having in view his remarkable administrative ability and tact, the Home authorities desired to avail themselves of his services and knowledge of Western Australian affairs to preside over the inauguration of responsible government in the colony.

While in London he rendered valuable assistance to the Colonial Office and to the delegates from Western Australia in regard to the passing of the Constitution Bill through the Imperial Parliament. Sir William Robinson, during his various terms

in the office of Governor, had the satisfaction of seeing the colony rise to a position of importance in the Australian group, and in the promotion of all that made for commercial success and prosperity he earned the unquestioned thanks of the bulk of the inhabitants. He retired from active service in 1895, after a strenuous forty years spent almost wholly in the service of the colonial empire.

Sir William married on April 7, 1862, Olivia Edith Dean, daughter of Thomas Stewart Townsend, Bishop of Neath, and by her he had three sons and two daughters. He died at South Kensington on May 2, 1897, in his sixty-third year.



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GOVERNOR ROBINSON.

**MAJOR-GENERAL SIR HARRY ST. GEORGE ORD, R.E.,  
K.C.M.G., C.B. (1877-1880).**

The subject of this sketch, who was appointed Governor of Western Australia in 1877, succeeding Sir William Robinson after his first term, was born at North Cray, Kent, on June 17, 1819. The son of a Captain in the Royal Artillery, he was early destined for the military profession, being educated privately at Woolwich and afterwards entering the Royal Military Academy in 1835. He received a commission as Second Lieutenant in the Royal Engineers on December 14, 1837. He was promoted Lieutenant on May 27, 1839, and stationed at Woolwich and in Ireland. He was transferred to the

West Indies in 1840, remaining there for six years. In 1846 he was promoted Captain.

From 1849 Captain Ord devoted himself to the duties of his profession, and so highly were his services esteemed by his superiors that he was sent on special duty to the West Coast of Africa. On his return he received the thanks of the Admiralty for his report in regard to the naval works at the Isle of Ascension.

Captain Ord was appointed adjutant to the Royal Engineers at Chatham in 1852, becoming Brigade-Major of the Royal Engineers in the combined French and Eng-

lish expedition to the Baltic in 1854. Ord was present at the siege and capture of Bomarsund, and was mentioned in despatches. He was promoted Brevet-Major on September 8, 1854.

The year 1855 saw the beginning of Ord's colonial work, for at that period his services were placed at the disposal of the Colonial Office, and he was sent as Special Commissioner to the Gold Coast, returning to military duty in May, 1856. However, his military duties were very much broken by periods of special service, and it was not until September, 1857, that he definitely set out on his career as a colonial administrator.

On September 2, 1857, he was appointed Lieutenant-Governor of the Island of Dominica in the West Indies, and he assumed the office on November 4 of the same year. He was promoted Lieutenant-Colonel in 1859, and in 1860, while in England, was offered and accepted the position of Governor of the Bermudas, being gazetted to the position on February 16, 1861, assuming the government the following month. In January, 1864, he again returned Home on leave, during which time he received promotion to the rank of Colonel, and his peculiar qualifications led to his being sent to the West Coast of Africa as Special Commissioner in connection with the disturbances of the Ashantis. He returned to England in October of the same year, having been created C.B., resuming the government of the Bermudas without delay.

On February 5, 1867, he was appointed first Colonial Governor of the Straits Settlements, which up to this time had been administered by the Government of India. On assuming the position in 1867 he was elevated



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GOVERNOR ORD.

to the dignity of Knighthood, and two years later was promoted Major-General. So successful were his efforts, especially in regard to the diverse Eastern races, over which he was called upon to exercise authority, that his tenure of office was extended and he remained at Singapore until 1873.

On relinquishing this position Sir Harry went on sick leave, his health having suffered severely by prolonged residence in tropical climates, and for four years he remained unemployed. In 1877 he was created K.C.M.G. and appointed in April of the same year Governor of Western Australia. He assumed office in November, 1877, and simply "marked time" to allow of his concluding the full period of service as a colonial Governor, and so retire with the maximum pension, which he did in April, 1880.

As an administrator during this period in the history of the colony he might have done good work, but his admittedly high talents were not conspicuous during this period. Having lived for many years in Asiatic lands he displayed a great desire to introduce Asiatics into the colony, a tendency which was smartly checked. His administration closed on April 6, 1880, having had not the slightest effect on the destinies of Western Australia.

On May 24, 1881, he was made a G.C.M.G., employing his leisure in cultivating and disseminating his undoubted knowledge of zoological science. He died at Homburg on August 20, 1885.

Sir Harry married on May 28, 1846, Julia, daughter of Admiral James Carpenter, by whom he had three sons.

### SIR FREDERICK NAPIER BROOME, K.C.M.G. (1883-1889).

Sir Frederick Broome was the eldest son of the Rev. Frederick Broome, Rector of Renley, Salop, by his wife Catherine Eleanor, daughter of Lieutenant-Colonel Napier. The future Governor of Western Australia was born in Canada on November 18, 1842, and was educated at Whitechurch Grammar School, Salop. Early imbued with the possibilities of the colonial empire, Broome emigrated to New Zealand at the age of fifteen years, and until the year 1864 was continuously engaged in pastoral pursuits in that colony. Visiting England in 1864 he met Mary Anne, widow of General Barker, whom he married on June 21, 1865.

Returning to his sheep station after his marriage he continued his occupation as a sheepfarmer, but severed his connection with pastoral pursuits and incidentally with the colony of New Zealand in 1869. Becoming again domiciled in England, he contributed largely to the columns of *The Times*, eventually entering wholly upon the staff of that journal. He acted as special correspondent for the paper on many notable occasions. In the later portion of his connection with the newspaper he acted as general reviewer, in which capacity his clearness of thought brought him into more than usual prominence. Not altogether satisfied with his literary efforts from a

journalistic point of view Mr. Broome essayed authorship upon his own account, publishing two volumes of verse, and was a general contributor to the pages of the contemporary magazines. He was appointed in 1870 Secretary to St. Paul's Cathedral Completion Committee, and in 1873 Secretary to the Royal Commission on unseaworthy ships.

In 1875 he first found employment in the Colonial Office, being appointed by the Earl of Carnarvon, the Secretary of State, to proceed with Sir Garnet Wolseley to Natal as Colonial Secretary. From this post he was transferred on promotion to the Colonial Secretaryship of Mauritius, where he had several opportunities of displaying his capacity as an administrator during the absence on leave of the Lieutenant-Governor. Eventually he was appointed Lieutenant-Governor of the Mauritius in 1880, and on the disasters to the British arms at Bandula he dispatched at once nearly the whole of the garrison of Mauritius as reinforcements. This promptitude, which helped materially to save the situation, at once marked him as an administrator and man of affairs of undoubted capacity, and his further advancement in the colonial service was only a matter of time.

On December 14, 1882, he was appointed Governor of Western Australia, and assumed office in June, 1883. In 1884 he was created K.C.M.G. The position of the colony during Governor Broome's early administration was far from satisfactory, and in 1885 he visited England with a view of extending a knowledge of the resources of the colony. A resort to a system of borrowing resulted in some expansion, and the extension of railways and telegraphs led to some general progress. Despite all efforts to place things on a better footing, it was seen that the future depended upon a more enlarged system of government, and eventually Sir Frederick became converted to the popular view and did much to facilitate the granting of responsible government.

It now became Sir Frederick's duty to act as intermediary between the Legislative Council of Western Australia and the Secretary of State. After considerable discussion the details of the new Constitution were settled and a Bill approved by the Imperial Parliament was passed. To correct the extraordinary misapprehensions which arose in regard to the transfer of the immense tracts of Crown lands, the Governor published a lengthy letter in *The Times* which had a good effect. But the matter was not yet settled, and only on the evidence of the Governor and two leading members of the Western Australian Legislature who journeyed to London to appear before a Select Committee were the numerous and galling restrictions of the original measure abrogated. In this matter Sir Frederick Broome had the best interests of the colony at heart, and it is due to his untiring energy that this State has reaped such a large measure of success.

Sir Frederick Broome's tenure of the government of Western Australia came to an end with his mission to England, and finally ceased in September, 1890. The Governor had certainly many faults, want of tact and overbearing temperament being among the number, and his quarrels with his subordinates will ever be remembered as regrettable episodes marring an otherwise great career. He was undoubtedly an able administrator, as the earlier portion of his colonial service will bear ample testimony, but if he failed in Western Australia he failed

as an administrator. Several of his actions in regard to his subordinates amounted almost to a public scandal. Nevertheless, he worked hard and well in the interests of the colony, and while condoning his faults let us extol his virtues. Sufficient to say he left the colony amid popular demonstrations of gratitude.

He proceeded to the West Indies, where he was appointed Acting-Governor of the Barbadoes, and afterwards Governor of Trinidad. He died in London on November 26, 1896.



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GOVERNOR BROOME.

### SIR GERARD SMITH, K.C.M.G. (1895-1900).

Sir Gerard Smith, who succeeded Sir William Robinson as Governor of Western Australia, was born in London in 1839, being the son of T. Smith, Esq., M.P.

Destined for the military profession he joined the Scotch Fusiliers as an ensign at the age of eighteen. He saw active service in Canada, being a member of the expedi-



tion sent out in consequence of the embroglio due to seizure of Mason and Sidell by the American Government. After a somewhat uneventful military career he retired from the army in 1874, with the rank of Lieutenant-Colonel, and joined his father's business, of Smith & Wilberforce, bankers, of Hull.

On entering this business Sir Gerard took a large and active interest in the commercial life of the county, at the same time paving the way for an entrance into political life. In 1879 he suggested the building of the Hull to Barnsley railway, to break down the monopoly of the North-Eastern Company, and on the formation of the Company he



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GOVERNOR SMITH.

became its first Chairman. He contested in 1883 the High Wycombe seat and was returned as a Liberal supporter, but on the Home Rule question he was at variance with Mr. Gladstone, and he left the Liberal ranks and became a Unionist.

Sir Gerard, who had been a Groom-in-Waiting to Queen Victoria, was knighted in 1895, and appointed Governor of Western Australia, assuming the government on December 23 of that year. He relinquished the position in June, 1900, and returned to England to his former commercial pursuits.

In 1871 he married Chatelaine, daughter of Canon Hamilton, and has two sons and three daughters.

#### HON. SIR ARTHUR LAWLEY, G.C.I.E., K.C.M.G. (1901-1902).

Sir Arthur Lawley, who assumed the position of Governor of Western Australia on May 1, 1901, was born on November 12, 1860, being the fourth son of the second Baron Wenlock. Like the scions of many aristocratic families in England he was intended for the military profession, eventually attaining the rank of Captain in the 10th Hussars. In 1885 Sir Arthur married Annie Allen, daughter of Sir Edward Cunard, Bart., of steamship fame. Relinquishing his military career for the wider outlook of politics, Sir Arthur became Private Secretary to the late Duke of Westminster, acting in that capacity from 1892 to 1896.

In 1896 he was appointed Secretary to Earl Grey, and in November of the same year he assumed the office of Deputy-Administrator of Matabeleland, the duties of which office he carried out with conspicuous tact and ability



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GOVERNOR LAWLEY.

at a most critical period. In 1897 he was appointed Administrator of Matabeleland, which office he relinquished to assume that of Governor of Western Australia.

Arriving in this State on April 30, 1901, the unvarying tact and courtesy he displayed soon endeared him to all shades and classes of public opinion in Western Australia, being ably seconded in all his work by Lady Lawley. On the Declaration of Peace in 1902 he relinquished the office of Governor in Western Australia, being transferred to the important post of Lieutenant-Governor of the Transvaal. He was created K.C.M.G. in 1901 on assuming the Governorship of Western Australia.

In 1906 Sir Arthur was appointed Governor of Madras, which position he at present occupies, being created G.C.I.E. in the same year.

**ADMIRAL SIR FREDERICK GEORGE DENHAM BEDFORD,  
G.C.B., G.C.M.G. (1903-1909).**

The next holder of the office of Governor of Western Australia was a naval officer with a most distinguished career, in the person of Admiral Sir F. G. D. Bedford, G.C.B., G.C.M.G. The son of an eminent naval officer, Sir Frederick, who was born in 1838, entered the Navy in 1852. He served as midshipman in H.M.S. "Sampson" during 1854, and had the unique distinction of being present at the bombardment of Odessa, the taking of the redoubt of Kaleb, and also the bombardment of Sebastopol. For these services he received the Crimean and Turkish medals. In 1855 he joined H.M.S. "Vulture" and took part in the Baltic expedition, subsequently receiving the Swedish medal. In 1859 he was promoted Lieutenant, Commander in 1871, attaining the rank of Captain in 1876. In 1877 he was in command of H.M.S. "Shah" in her engagement with the Peruvian ironclad "Huascar," off Ylo, in May, 1877.

He was actively engaged during the Gordon Relief Expedition in 1884, receiving the special thanks of the Admiralty for his organization of the Nile flotilla of the expedition. Sir Frederick was promoted C.B. in 1886, and two years later appointed A.D.C. to Queen Victoria.

His exceptionally high talents were responsible for his appointment as a Lord Commissioner of the Admiralty from 1889-92, being also a member of the Committee formed to report upon the manning of the Navy. In 1891 Captain Bedford was promoted to the rank of Rear-Admiral, and hoisted his flag on H.M.S. "St. George," as Commander-in-Chief at the Cape, in 1892. During the period of this commission Admiral Bed-



Photo by Bertolotto.

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GOVERNOR BEDFORD.

ford was engaged in strenuous active naval work, which he carried to a brilliant and successful conclusion. In 1894 he conducted the operations at Bathurst, on the River Gambia, for the punishment of Fodi Silah, a rebellious slave-raiding chief. Later it was found necessary to land a punitive expedition against the Chief Namra of Brohemic in the Benin River, and in recognition of his great services Admiral Bedford was created K.C.B. In February, 1895, he landed a Naval Brigade for the punishment of King Koko, of Nimby, on the Niger River, and brought the operations to a successful conclusion.

On resigning the command of the Cape Station Admiral Bedford was presented with an appreciative address by the residents of the Naval Station. In 1895 he was appointed Lord of the Admiralty, relinquishing the office in 1899 to become Commander-in-Chief of the North American and West Indies Station, which position he held until 1903. Sir Frederick was created G.C.B. in 1902, and in 1903 accepted the position of Governor of Western Australia, which he held until 1909. The expressed wish of the people of this State, that he should allow himself to be nominated for a further term, was declined by Sir Frederick, who pointed out that for fifty-seven years he had been continually

at work in the service of the Crown. A most enviable record.

In 1909 he relinquished the Governorship of Western Australia and returned to England, where he now resides.

In 1880 Sir Frederick married Ethel, daughter of E. R. Turner, Ipswich, and has two sons and a daughter.

**SIR GERALD STRICKLAND, K.C.M.G. (1909—Still in Office).**

His Excellency the Governor of Western Australia, Sir Gerald Strickland, K.C.M.G., of Sizergh Castle, Westmoreland (where the family has been settled for 800 years past), sixth Count della Catena, in the island of Malta, is the eldest son of Captain Walter Strickland, R.N., by his wife Louisa, only child of Peter Paul Bonici Montpalas, LL.D., Hereditary Knight of the Holy Roman Empire, and heiress of her uncle, Sir Nicholas Scerberras-Bologna, K.C.M.G., fifth Count della

Catena, of Malta. Born on May 24, 1861, he was educated at Oscatt College, Birmingham. In 1879, by judgment of the Privy Council, he succeeded to the title and estates of his maternal great-uncle as sixth Count della Catena.

Entering Trinity College, Cambridge, he obtained honours in the Law Tripos of 1887 (B.A., LL.B.). During his sojourn at that ancient seat of learning he had the honour of being elected President

of the Union Society. He served in 1886 as Lieutenant in the Cambridge University Rifles, Volunteer Battalion, Suffolk Regiment, and at a later date he raised a regiment of Royal Malta Militia, in which he continues to hold a commission as Major. Leaving Cambridge he was called to the Bar of the Inner Temple, and practised before the Privy Council.

In the meantime, however, his native land was calling for his services and, on behalf of Malta, he was chosen to attend the Colonial Conference of 1887, having also a further honour paid to him in that, whilst still at the University, he was elected a member of the Council of the Government of Malta. During that year an outbreak of cholera in the island assumed serious proportions, and Sir Gerald organized a cholera committee, of which he acted as chairman. In that capacity he worked strenuously and with such benefit to the community that in return for his efforts he was created a Companion of the Order of St. Michael and St. George. In 1888 he was appointed Assistant Secretary to the Government of Malta, and in the following year was promoted to be Chief Secretary, a position which he held until 1902, while the nobility of the island selected him as President of their Committee of Privileges. In 1889 he was entrusted with the conduct of negotiations as to the Papal veto on appointments to the See of Malta, and received the official thanks of the Imperial Government for his services.

His thirteen years' occupancy of the position of Chief Secretary was marked by the initiation and consummation of many important reforms, including a new system of education and the planning of a new breakwater, by means of which the harbour accommodation of Valetta might be doubled. To him, also, are credited the improvement in the sanitary condition of the island, the increased efficiency of the water supply and of the police force as well as the establishment of the militia. Some of his reforms, particularly those dealing with the trial in English instead of in Italian of British subjects not born in Malta, and an attempt to abolish Italian altogether from the Courts, were the subject of prolonged agitation.

In these and other affairs the newspapers were by no means favourably inclined to him at the time, but in 1904, when congratulating Sir Gerald on a well-deserved promotion, the *Malta Chronicle* generously admitted that, although at the time unable to see it, the credit for much of the advancement of the island must be ascribed to him.

His various services earned for him the rank of K.C.M.G. in 1897, and in 1902 he was promoted to be Governor of the Leeward Islands. On relinquishing the position of Chief Secretary the Governor of Malta, Sir Francis (now Lord) Grenfell, in a despatch to the Right Honourable the Secretary of State placed upon record his very high appreciation of the valuable services rendered to the island by Sir Gerald during his tenure of office. He remained in the West Indies but two years, during which he accomplished much in the way of developing the trade of the islands, especially in the way of cotton-growing, and was the means of inducing the sugar-growers to enter into a combination which led to the erection of two central factories containing the most modern appliances. The report of the Royal Commissioners on Canada and the West Indies incidentally refers to this matter in the following terms:—

We urge that every possible means be taken to introduce into the islands named improved methods of manufacture. The Central Sugar Factory in Antigua furnishes a striking argument in favour of this recommendation. It would

be difficult to use exaggerated terms respecting the benefits conferred by this factory on the present cultivators of cane and the sugar industry generally of Antigua; we could not fail to observe that recognition of these benefits was universal throughout the Leeward Islands.

His Excellency in 1904 was appointed Governor of Tasmania, a post which he held with great satisfaction to the people of that State, proving himself eminently suited to the position of a constitutional governor. In May, 1909, he received further promotion to the position he now occupies, that of Governor of this State, in which he possesses the unbounded respect and goodwill of the whole community.



GOVERNOR STRICKLAND.

On August 26, 1890, Sir Gerald was married in London to the Lady Edeline Sackville, daughter of the seventh Earl De La Warr, second Baron Buckhurst, and twenty-second Baron West, by the Honourable Mary Constance Cochrane Baillie, daughter of the first Lord Lamington. They have had seven children: Reginald, who died in infancy; Mary Christina; Cecilia Victoria, born at Sizergh, July, 1897; Mabel; Walter, born in 1901 at Sizergh, where he died in the following year; Margaret, who died in infancy; and Henrietta, born at Antigua in 1904.

Lady Edeline has been of great assistance to her husband in his work, more particularly in the direction of encouraging charitable effort. In Hobart she was instrumental in founding a maternity hospital for those not in a position to afford private

nursing and yet able to bear some part of the expense—an institution which has served a valuable purpose in those directions; while in this State, besides giving all possible help to every charity, she is actively connected with the Home of Peace as a member of the Committee, and has held the position of Patroness of the Children's Hospital ever since the institution was opened. Lady Edeline has also taken a great interest in the formation in this State of a branch of the National Council of Women, an institution formed for the purpose of affording a means of communication between women workers throughout the world.

His Excellency is the author of a work entitled "Correspondence and Remarks on the Constitution of Malta," and is also a contributor to the pages of the "Encyclopædia Britannica."



## The Federal Legislature.

The Federal Parliament consists of two Chambers, both elected by adult suffrage, and therefore both the reflex of the absolute opinion of the people throughout the Commonwealth, of pure European descent, and untainted by crime.

The Senate consists of six representatives from each State, who are elected by the entire State voting as one constituency. The House of Representatives is elected upon a population basis, but a certain amount of proportional representation is incorporated, as no State has a representation of less than five members. The members of the Senate chosen by Western Australia to sit in the first Federal Parliament were as follow:—

Hugh DeLargie.  
Norman Kirkwood Ewing.  
Edward Augustine Harney.  
Alexander Percival Matheson.  
George Foster Pearce.  
Miles Staniforth Smith.

To the House of Representatives five members were returned for Western Australia, and for the purpose of the first federal election the State was formed into five electoral districts, each comprising certain of the then existing State electoral districts as defined in the Constitution Act Amendment Act of 1899. The first Representatives elected for the State were:—

Right Hon. Sir John Forrest, P.C., G.C.M.G.,  
Swan.  
James MacKinnon Fowler, Perth.  
John Waters Kirwan, Kalgoorlie.  
Hugh Mahon, Coolgardie.  
Elias Solomon, Fremantle.

On April 17, 1903, Senator Ewing resigned his seat, and on July 29 Mr. Henry John Saunders was elected to fill the vacant position. Sir John Forrest, who had held the portfolio of Minister of State for Defence in the first Federal Ministry, accepted the position of Minister of State for Home Affairs in the second.

The second General Election of members of the Commonwealth Parliament took place on December 16, 1903. For the Senate Messrs. DeLargie, Harvey, and Saunders had to retire. Mr. DeLargie was re-elected, the other two members being Messrs. John William Croft and George Henderson. For the House of Representatives Sir John Forrest and Messrs. Mahon and Fowler were re-elected, the two new members being Messrs. William Henry Carpenter (Fremantle) and Charles Edward Frazer (Kalgoorlie).

On the resignation of Mr. Deakin's Ministry in

1904 Mr. Hugh Mahon, the member for Coolgardie, accepted office in the Watson Ministry as Postmaster-General. The Watson Administration was followed by the Reid-McLean Coalition, in which Ministry no Western Australian representative held any portfolio. The second Deakin Administration, in which Sir John Forrest held the position of Treasurer, accepted office on July 5, 1905.

On December 12, 1906, the third General Election for the Federal Parliament took place. For the Senate Mr. G. F. Pearce was re-elected, and Messrs. Needham and Lynch chosen for the other two seats. For the House of Representatives, Sir John Forrest, and Messrs. Fowler, Frazer, and Mahon retained their seats, but Mr. Carpenter was displaced at Fremantle by Mr. Hedges. Mr. Deakin's Administration, which had hitherto held office under the three-party system, by support of the Labour section, again returned to office, when some slight changes were made in the personnel of the Ministry, Sir John Forrest still retaining office as Treasurer. However, on July 29 of the succeeding year Sir John resigned, giving as his reason the election pledges he had made. During the General Election Sir John had been a determined opponent of the Labour Party, and though not personally antagonistic he considered he could not continue to further form one of a Ministry which was kept in office by support of the Labour Party.

On November 13, 1908, Mr. Deakin's Administration was succeeded by a Labour Ministry, in which the respective portfolios of Home Affairs and Defence were held by Messrs. H. Mahon and G. F. Pearce, both Western Australian representatives. This Administration was again replaced by the Deakin-Cook Coalition, in which Sir John Forrest again held the portfolio of Treasurer.

On April 13, 1910, the fourth General Election was held, and resulted in the re-election of Senators DeLargie and Henderson, while Mr. Buzacott, a Labour nominee, secured the third seat. No change took place in the representation in the Lower House.

Mr. Fisher, whose party had returned to power with a large majority, accepted office as Prime Minister, and in the Ministry were included Senator Pearce as Minister for Defence and Mr. Frazer as Honorary Minister. Some time later Mr. Frazer accepted the portfolio of Postmaster-General, so that the present Government contains two Western Australian representatives among its personnel.

## The Senate.

Senator RICHARD BUZACOTT was born at Clare, South Australia, in the year 1870, and educated at the Stanley Public School, in the same district. His schooldays ended, he found employment in agricultural work at Clare and Blyth, and at the age of twenty-one years proceeded to Broken Hill, New South Wales, where he worked on the mines for eight years. In 1899 he proceeded to Queensland and spent twelve months in the copper and tin mining industries, going thence to the Coongarric fields (then known as the Ninety-Mile) in Western Australia, where he arrived in 1900. Here Mr. Buzacott turned his attention to prospecting the surrounding country, with fluctuating results. In 1904 he became an aspirant for Parliamentary honours and entered the lists for the Menzies electorate, unsuccessfully opposing the present Minister for Mines, the Honourable H. Gregory, M.L.A. Two years later he suffered his second defeat for the same constituency, but, nothing daunted, Mr. Buzacott was again to



Bartletto, Perth.

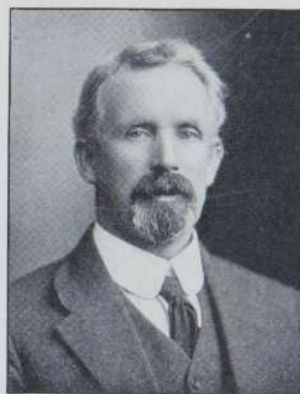
SENATOR RICHARD BUZACOTT.

the fore at the elections of 1908, when he won a hard-fought battle from his doughty opponent by the barest margin of seven votes, only to be unseated on appeal. Going before the electors of the district for the fourth time, Mr. Buzacott received

his *coup de grâce* in favour of the sitting member. At the Federal elections of 1910 he stood for the Senate, gaining a well-merited success. In 1908 Mr. Buzacott espoused Lucy, daughter of the late Mr. Douglas Marshall, of Bendigo, Victoria, the issue being a son.

Senator HUGH DE LARGIE, Representative for Western Australia in the Federal Parliament, is a son of Mr. Archibald Hamilton de Largie, of Airdrie, Scotland, where the gentleman under review was born on March 26, 1859. He attended St. Margaret's School in his native town, and from boyhood days was engaged in the iron and mining industries. In 1887 he came to Australia and followed mining pursuits in Queensland for about a year, at the end of which period he proceeded to various mining fields in New South Wales. His initial entry into public life was made through the agency of trade-unions in that State, where during the great maritime strike he acted as delegate for the Mount Kembla miners. He filled a similar position in West Wallsend, and at Wallsend, in the Newcastle district, held the appointment of Secretary to the Labour League for a number of years. In 1895 Mr. de Largie sailed for Western Australia and assisted in establishing the first Miners' Union at Kalgoorlie and Boulder. He took a prominent part in all public questions affecting the goldfields, and was a member of the Executive of the Separation League which was responsible for a gigantic petition to the Imperial Government. When the anti-Federalists abandoned their hostility to Australian nationality this League was turned into a Federation Movement. He was President of the Amalgamated Workers' Association for three years, during which period the Association developed into by far the most powerful Labour organization in Western Australia, with branches at Perth, Fremantle, the timber districts, and all the goldfields in the State. In 1899 the first Labour Congress in Western Australia was held at

Coolgardie, and Mr. de Largie was unanimously elected to preside over the gathering; and in the same year he was selected by the goldfields unions to contest a seat in the first



Bartletto,

Perth.

SENATOR HUGH DE LARGIE.

Australian Senate, to which he was duly elected. In 1904 he again successfully contested the seat and established the unique record of securing the largest number of votes in every electoral division of the State. When the third Federal elections were held he was again elected, and in 1909 secured the largest vote recorded in a selection ballot, *i.e.*, 7,000. During the period of his service as a Senator he has filled the appointment of Commissioner to inquire into navigation and shipping questions, and has also been a member of the Royal Commission which dealt with matters affecting the Postal Department, and materially assisted to elaborate a system for the better working of the department, the report in connection with which called forth unstinted praise from those best fitted to express an opinion. Since 1906 Senator de Largie has discharged the duties of Whip for his party. In 1884 he married Mary McGregor, of Townhead, Glasgow, and has three daughters and a son.

Senator GEORGE HENDERSON is a son of the late Mr. George Henderson, of Rothesay, Bute, Scotland, and was born on August 19, 1861. His early educational advantages were limited, and though he was aided by his father in making the most of those that lay within his reach, the necessity of turning



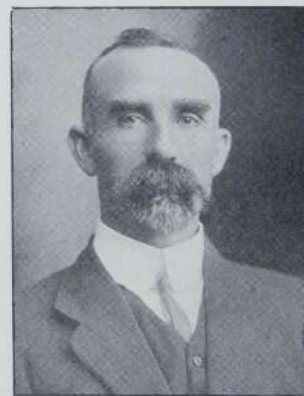
SENATOR GEORGE HENDERSON.

out at an early age to earn his bread interfered with the progress of his studies very seriously. When only eight or nine years old he began life as pony-boy in a Northumberland coal mine, and continued there until his fifteenth year, when he engaged in coal-mining in the Newcastle district until 1885. During this period he availed himself to the full of the opportunities offered to the studiously inclined by classes held in connection with the Miners' Hall, and eventually decided to try his fortune in Australia, the Land of Golden Promise. Arriving in Sydney on October 5, 1885, he proceeded to the Illawarra district, New South Wales, where the coal-mining industry was in full swing. Here he manifested so active an interest in the industrial affairs of the mining community that he was appointed General Secretary to the Miners' Union of the Illawarra district, which position he held from 1891 until 1899. Resigning his post he came to the western State and landed at Collie, where he continued in coal-mining pursuits, and ultimately was made Manager of the Wallsend Coal Mine, in that district. Twelve months later he retired from this ap-

pointment to take up the duties of General Secretary to the Miners' Union of Western Australia, and continued to hold this position until his election to the Senate in 1904, in the interests of the Labour Party. As a Senator he has distinguished himself by his sturdy fight for the establishment of an all-Australian line of mail steamers under subsidy of the Government, and in the immediate future hopes to witness the materialization of his earnest endeavours in this direction. He is an enthusiastic advocate of Home Rule for Ireland, and his fine speech in support of the resolution brought before the Federal Parliament will long be remembered, and went far towards securing the successful issue which attended this important debate. Senator Henderson's jovial personality and stanch attitude on all questions affecting the workers of Australia have brought him the esteem of his fellow-men, as was strongly evidenced at the elections of 1910, when he was returned at the head of the poll. He has always actively exerted himself on behalf of the workers of the community, and to him is due the credit of establishing the co-operative principle of trading both in the Illawarra district of New South Wales and at Collie, where, mainly through his efforts, and after a course of lectures, a Co-operative Society was founded which is now in a most flourishing condition, having a membership of 600 and owning its own bakery, grocery, and general stores. The premises, stock, and rolling-stock of this important organization are now valued at about £6,000, and it speaks well for the management that the lowest dividends ever paid have been at the rate 10 per cent. per annum. Senator Henderson was a member of the Municipal Council of Collie for four years, resigning office upon his elevation to the Senate, and was one of the founders of the Progress Committee of the same town. He is connected with the I.O.O.F., and has passed through all the chairs of that body. A player of Rugby football in his youth, nor loath to follow any manly sport, at the present time he is chiefly devoted to the game of draughts (in which as a player he excels) and to billiards. He married Ann, daughter of the late Mr. Edward Grey, of Stella, County Durham, England, and has a son and a daughter. The latter displays special aptitude for music, and although

still quite a child plays both the piano and the violin with marked ability. The son follows the profession of an electrician in Sydney.

Senator PATRICK JOSEPH LYNCH, Representative for Western Australia in the Federal Parliament, is a son of the late Mr. Michael Lynch, of Skearke, Newcastle, County Meath, Ireland, and received his education at the Cornmeal National School, and later at the Ballieborough Model School, County Cavan. He continued his studies in the intervals allowed by the farm duties which he took up at the age of fifteen, on his father's property, and three years later emigrated to Southern Queensland. He proceeded from Charleville to the Croydon gold rush, a distance of 900 miles overland, and continued on that field for about three years. His fortunes beginning to ebb he set out for the scene of the first discovery of gold in Western Australia inland from Cossack Gulf, but at Port Darwin the reported failure of the find caused him to change his plans for the future and he decided to look to the sea for a livelihood. For seven years he was employed in



Bartleto,

Perth.

SENATOR PATRICK JOSEPH LYNCH.

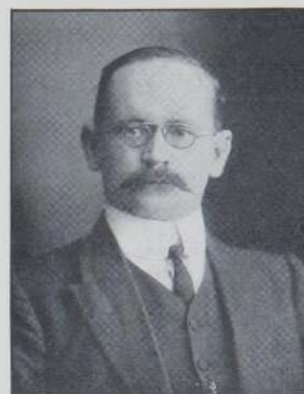
that most arduous of physical occupations, firing in the stokehold, whence he graduated to the charge of the engineering department of the ship, and it was during that period that he made a study of the various branches of his calling and

secured his certificate as marine engineer. He had many trying experiences in his seafaring life, suffering shipwreck and other perilous adventures of the sea. For the attempted rescue of a fellow-seaman by jumping overboard on a dark night in the shark-infested waters of Fiji he had conferred upon him the certificate of the Royal Humane Society. Having visited all quarters of the globe he relinquished marine pursuits and obtained work as an engineer on a sugar plantation in the South Sea Islands. Here reports reached him of the steady prosperity of the gold-mining industry in Western Australia, and following the alluring gleam eventually he arrived at Hannan's Field, where the real work of his life may be said to have begun. Before the days of the Arbitration Court he was a strong advocate for the union of workers in the different departments of industrial life, and won highly favourable opinions for the clear and forceful way in which he voiced the sentiments of the people with whom he was so closely associated. Outside his own Association he was selected by several other Labour organizations to represent them before the Arbitration Court after this institution came into being. He was one of the founders of the Enginedrivers' Association and held the post of General Secretary to that body for nearly five years. His intelligent interest in the welfare of the general public won for him election to the Boulder Municipal Council in 1902, and he also occupied a seat on the Board of Health, the Roads Board, and, indeed, held membership in every existing society for the advancement of the district. In 1904 a redistribution of seats took place in the State Parliament, and a new constituency having been created at Leonora Mr. Lynch was nominated in the Labour interests and returned unopposed. One year later, the Labour Party having come into power at the general elections, upon the subsequent reconstruction of the Ministry he accepted the portfolio of Minister for Works and held that office until the resignation of the Labour Cabinet. At the approach of the Federal elections of 1906 he was selected in conjunction with the Honourable G. F. Pearce, present Minister of Defence, and Senator Needham to stand for

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the Senate in the Commonwealth Parliament, and was returned with the other two members of the trio. He took a most prominent part in the famous Tariff debate of 1907, during which his utterances elicited the most highly commendatory notices from the Press and others who, though opposed to his party, could not forbear their full meed of praise for the worthy service rendered to his State and country by Senator Lynch on that occasion. Outside of politics he devotes the greater part of his time to farming pursuits on the property comprising 2,500 acres, owned by him in partnership with his brother at Three Springs, Western Australia. Senator Lynch is still a member of the Enginedrivers' Association, of the Hibernian Society, the Irish National Foresters, and of the Celtic Club. A great reader, he gives his attention chiefly to the perusal of historical and standard works. In 1901 he married Annie, daughter of the late Mr. Michael Cleary, of County Clare, Ireland, and has a son and two daughters.

the following June the electors solidly endorsed the selection and he was returned to the State Parliament as representative for the Fremantle seat in the Legislative Assembly. In October, 1905, a dissolution of Parliament took place, and at the ensuing elections Mr. Needham suffered defeat at the hands of the late



Burtletto,

Perth.

SENATOR EDWARD NEEDHAM.

Senator EDWARD NEEDHAM is a son of the late Mr. Patrick Needham, of Newport, County Mayo, Ireland, and was born on September 30, 1874, at Ormskirk, Lancashire, England. He was educated at St. Mary's Roman Catholic School in Sunderland and at Seaham Harbour, England, and at the age of twelve years found employment as a trapper-boy in a coal mine at the latter place, where he continued for two years. At this juncture the Needham family migrated to Scotland, and in this new sphere young Needham turned his attention to the weaving industry, entering the Paisley Mills. Subsequently he found employment in various shipyards, at which trade he worked for several years, but in 1901 he threw down tools and took passage to Australia. In the land of his adoption he found work in the Rocky Bay quarries, but soon after relinquished this strenuous employment to take a position in the Government Railway Workshops at Fremantle as boiler-maker assistant. From the time of his arrival in the State Mr. Needham had evinced a keen interest in local politics, and as early as February, 1904, was selected to contest the Fremantle constituency in the interests of the Labour Party. In

Hon. J. Price, and he again unsuccessfully contested the seat upon the elevation of Mr. Price to be Minister for Works in the Moore Administration. This lack of appreciation on the part of his former constituents directed Mr. Needham's attention to the arena of Federal politics, and being chosen by the Labour selection ballot as one of their candidates at the elections in December, 1906, he was returned to the Senate of the Federal Parliament in company with Senators Pearce and Lynch. It is a remarkable coincidence that Senator Needham's maiden speech in the Federal Parliament was made on the exact anniversary of the day of his arrival in Australia six years previously, and his meteoric rise to political power is but one instance of the wonderful opportunities presented to all alike by the Commonwealth of Australia. Senator Needham has been connected with the Labour movement since his teens, and in his sixteenth year he was President of the Renfrew branch of the Amalgamated Shipyard Helpers' Society of Scotland. In Australia he has been an indefatigable worker in the Labour



interests, and prior to his election to the Senate held various offices in connection with the industrial and political organizations of the Party. What little leisure he has apart from his political duties is devoted to amateur photography. He also derives pleasure from the game of billiards and is a worthy exponent of this fascinating pastime. Senator Needham married in 1908 Lillian Helen, daughter of Mr. Charles Gosden, of Chobham, Surrey, England, and has issue one son.

The Honourable GEORGE FOSTER PEARCE, a Labour Senator for Western Australia, Minister of State for Defence, and a distinguished personality in Federal politics, was born at Mount Barker in South Australia, being the son of James and Jane Pearce. The education of Mr. Pearce was carried out at the Government School at Redhill, South Australia. After leaving school he was apprenticed to the trade of carpenter and joiner, and eventually came to Western Australia in 1892, where he laboured at his trade. In 1894 Mr. Pearce went to the goldfields, shortly after their discovery. During his residence in Western Australia Mr. Pearce has been closely identified with the organization of labour, rapidly attaining a commanding position in the councils of the party. He was Secretary of the United Trades Council in 1896 and President in 1899, and the confidence so

early made manifest by his fellow-workmen has always been retained. His first essay in public life was made when he entered the Subiaco Council in 1899, of which body he remained a member until 1901. In 1901 Mr. Pearce was returned as a Senator in the Labour interest for the State of Western Australia, being re-elected in 1906 and appointed Chairman of Committees. In 1909 Mr. Pearce was appointed Minister

of State for Defence in the first Federal Labour Administration, and his conduct of the affairs of that department for the short period of the Government earned the heartiest commendation even from his political opponents. However, his greatest effort, no doubt, has been achieved in the present Labour Administration, in which he was appointed Minister of Defence on the assumption of office by the party in 1910. Though the germ of the compulsory training scheme had certainly been outlined by the previous Administration, under whose auspices the visit of Lord Kitchener to Australia had taken place, Mr. Pearce, whilst accepting much that was good in the previous scheme, removed many of the anomalies, and with the slightest possible delay brought the whole into practical effect. With the wisdom which has been part of his administration, Mr. Pearce ratified the engagement entered into by the previous Administration with Colonel Kirkpatrick, who had assisted Lord Kitchener to frame the scheme of Australian defence. The freedom given to this officer and the support of his actions by the wise administration of the department have done much to put the military defence of Australia on a sound basis. In naval affairs the same wisdom that has characterized Mr. Pearce's actions on the military side of defence is strongly in evidence, and by careful and thoughtful attention and wise administration the present Minister of Defence has gained not only the hearty co-operation of all those interested in defence, but also earned a place in Australian contemporary history that it will be hard to rival.



*Bacchetto, Perth.*  
SENATOR GEORGE FOSTER PEARCE.

of State for Defence in the first Federal Labour Administration, and his conduct of the affairs of that department for the short period of

## The House of Representatives.

The Right Honourable Sir JOHN FORREST, P.C., G.C.M.G., LL.D., M.H.R. Shakespeare says that "some are born great, some achieve greatness, and some have greatness thrust upon them." Foremost of the sons of Western Australia, it is undoubtedly true that John Forrest has achieved greatness by the wholehearted and indefatigable service he has rendered to his native State. The son of the late William Forrest, he was born near Bunbury on August 22, 1847, and was educated at the Bishop's School, Perth, the forerunner of the present High School.

At the age of eighteen he entered the Survey Department of the State, where his manly qualities and capacity for leadership became so marked that in 1869 he was commissioned to lead an expedition into the interior of Western Australia in search of the missing explorer Leichhardt, whose fate still remains a mystery. The experience gained on that trip led to his employment on other expeditions for exploring and opening up the vast territory of Western Australia, the most important being from Perth to Adelaide along the shores of the Great Australian Bight in 1870, and

in 1874 from Geraldton across the centre of the continent to the telegraph line which had just then been erected from Adelaide to Port Darwin, and thence to Adelaide, a distance of over 2,700 miles, accomplished wholly on foot and horseback and without the aid of camels. These journeys, two of the most important and interesting of Australian explorations, are treated fully in another portion of this work. They gained for him the gold medal of the Royal Geographical Society of London as well as the title of Chevalier of the Order

of the Crown of Italy and honorary fellowship of the St. Petersburg, Vienna, and Italian Geographical Societies. He also received the thanks of the colonial Government, coupled with a grant of 5,000 acres, and in 1882 was made a C.M.G. by Her Majesty Queen Victoria for valuable services rendered in exploring the interior. In 1876 he was appointed Deputy Surveyor-General of Western Australia, during 1878-9 Acting Commissioner of Crown Lands and Surveyor-General, 1880-1 Acting Comptroller of Imperial Expenditure, and 1883-90 Commissioner of Crown Lands and Surveyor-General with a seat in the Executive and Legislative Councils. With the introduction of responsible government, in securing which he took a very prominent part, he became the first Premier of the colony, and for nearly eleven years without interruption, as Premier and Colonial Treasurer, he guided the destinies of this vast State and controlled its interests to a degree almost approaching benevolent autocracy, relinquishing office only to undertake wider duties in the first Parliament of the Commonwealth of Australia. The gold discoveries which occurred in 1892 brought Western Australia into general prominence, and the great expansion that followed made it imperative that a man both strong of purpose and wide of outlook



Greenham & Evans, Perth.

RIGHT HON. SIR JOHN FORREST.

should be at the helm of state. That Sir John fulfilled these requirements

may be seen from a survey of the work accomplished by him, which is fully discussed in the historical section of this work. The Coolgardie Water Scheme, the greatest of its kind in the world, and the Fremantle Harbour Works, together with his policy of railway development and liberal land legislation, are matters for which his name will ever be honoured in his native State. But perhaps his greatest achievement lies in the fact that he took command of a State small and insignificant in importance, and after eleven years left office, having raised Western Australia to a position of prominence in the councils of Australia. In regard to Federal matters, Sir John was President of the Federal Council of Australia in 1897 and was a member of the Federal Convention of 1891, as well as that of 1897-8 which framed the Federal Constitution, and on the inauguration of the Commonwealth in 1901 was elected a member of the House of Representatives, and was Postmaster-General and afterwards Minister of Defence in the first Federal Ministry formed by Mr. (afterwards Sir) Edmund Barton. Since then he has held office in every Liberal Administration, and in the last two has filled the important post of Treasurer of the Commonwealth. During Mr. Deakin's absence at the Imperial Conference of 1907 he acted as Prime Minister of the Commonwealth. In Perth almost every public institution is indebted to Sir John for assistance given to development and extension, and some of them, notably King's Park, are wholly the result of his foresight. In 1882 he was created a C.M.G. and in 1891 raised to the dignity of K.C.M.G. He attended officially the Jubilee of 1887 and the Diamond Jubilee of 1897, and in the latter year was made a Privy Councillor and received the degree of LL.D. from Cambridge University, and in 1902 received the *ad eundem* degree of LL.D. of Adelaide University. In 1901 he was further honoured by being created a G.C.M.G., being one of the very few Australians who have achieved that distinction, and in 1911 had the honour of hanging his banner in the chapel of the Order. His "Explorations in Australia" (1876) and "Notes on Western Australia" (1884-87) are both publications of great value to the student of Australian history. In 1876 Sir John was married to Margaret Elvire, eldest daughter of the late

Edward Hamersley, B.A., of Pynton, near Guildford, W.A., and niece of the late Hugh Hamersley, J.P., High Sheriff (1840), Chairman of Quarter Sessions, and D.L., of Pynton Manor, Oxfordshire. Residence—The Bungalow, Hay Street, Perth, W.A.

The Honourable JAMES MACKINNON FOWLER, M.I.R. for



HON. JAMES MACKINNON FOWLER.

Perth, Western Australia, is a son of Mr. James Fowler, of Strathaven, Scotland. He was born at Strathaven on June 20, 1863, and was educated locally and at Glasgow, where he attended the Athenaeum College. At the age of nineteen he embarked on a commercial career, entering the counting-house of a large commercial firm at Glasgow, which he left seven years later to take a more responsible post in a similar establishment. In 1891 he came to Australia, and after a short sojourn in Melbourne decided to settle in the Western State. Proceeding to the Murchison goldfields he spent several years in the rough life incidental to prospecting and mining pursuits generally, and eventually became connected with the firm of Sands and McDougall at Perth. Mr. Fowler took a leading part in the long campaign to bring about the federation of the Australian States, and was Hon. Organizing Secretary and subsequently Hon. General Secretary to the Executive of the Federal League in Western Australia. When the movement was brought to a suc-

cessful issue he was nominated for the Perth seat in the House of Representatives, and has held this seat ever since his election in March, 1901. Formerly a member of the Labour Party, since the last election as a federalist he has felt himself obliged to detach himself from that organization owing to what he considers the gradual development by that Party of a policy of unification. During his career in Parliament he has fathered a Bill to prevent the expatriation of children and aboriginals from Australia, and has also been instrumental in securing an Act giving additional power to the Commonwealth to deport alien criminals. He was a member of the Tariff Commission which visited all parts of Australia, taking evidence in connection with the Customs departments, and submitted exhaustive reports thereon to Parliament. He also fought hard for the construction of the Trans-Australian Railway. Apart from his Parliamentary interests, he owns a farm at Kojonup, comprising some 1,800 acres, which at the present time is partly improved, and where mixed farming operations are carried on. At his residence in the suburbs of Melbourne Mr. Fowler has a very exceptional private library, consisting of over 4,000 volumes of rare and standard works. In 1900 he married Daisy Winifred, daughter of Mr. Richard Bastow, late of the Victorian Public Service, and a well-known scientist, and has three sons and a daughter.

The Honourable CHARLES EDWARD FRAZER, M.P. The career of the Honourable C. E. Frazer, the present Postmaster-General of the Commonwealth, supplies a striking example of what can be achieved by youth when aided by distinct ability and impelled by indomitable perseverance and energy. The son of James and Susan Frazer, the subject of our sketch was born at Yarrowonga, Victoria, in January, 1880, and was educated in the State school of that town. At the age of fifteen he removed to Western Australia and entered upon the trade of enginedriving, spending four years on locomotive engines, succeeded by a further three as an enginedriver on the Boulder mines. An earnest student of political problems, Mr. Frazer even as a youth threw himself into the cause of the

workers, and when he was barely twenty-one achieved the distinction of being elected President of the Boulder Enginedrivers' Association. In the same year (1900) he also became President of the Boulder Branch of the A.N.A. He resigned the presidency of the Enginedrivers' Association to take up the wider sphere of duty as Secretary of the Goldfields Trades and Labour Council, a position which he held until 1903. He also entered municipal life at this time and served for over two years as a member of the Kalgoorlie Town Council. Having secured the election ballot for the Labour interests of Kalgoorlie, he was elected to the Commonwealth Parliament as the member for that district at the general election of 1903, and has held the seat ever since. Though a young man he made his opinions felt in the councils of the party, and in 1908 was appointed Assistant Whip. On the accession to power of the Labour Government under Mr. Fisher in 1910 Mr. Frazer was deemed worthy of a position as Hon-



HON. CHARLES EDWARD FRAZER.

orary Minister. In 1911, during the absence of Mr. Fisher at the Coronation, he acted as Federal Treasurer with considerable success. When by the lamented death of Mr. E. L. Batchelor late in the same year a rearrangement of portfolios became necessary, Mr. Frazer was made Postmaster-General — a position which he still continues to hold and in which he is doing excellent ser-

vice for the nation, notwithstanding the many difficulties in the way and the abundant criticism levelled at him from time to time.

WILLIAM NOAH HEDGES, member of the House of Representatives for Fremantle, Western Australia, is a son of Mr. W. N. Hedges, of Downend, near Bristol, England. He was born in County Hertfordshire on July 16, 1854, and received his education at Keston College, Keston. His first commercial training was obtained in the firm of Kinnimont & Son, well-known contractors in the Old Country, with whom he obtained a sound knowledge of engineering and general constructive experience. He sailed for Australia in 1878, and after a short stay in Adelaide proceeded to the sister States, and was engaged on several important works in Queensland. The year 1881 witnessed his return to Adelaide, and in the different parts of the Central State he completed a number of large contracts, principally for the Engineer-in-Chief's Department, and in addition carried out a number of works over the railway system of the State. He built the Government Wharf at Port Pirie, the large engine and carriage sheds and other works at Petersburg, and completed several big undertakings at Port Pirie in connection with the Broken Hill mining companies. His next venture was to open lime and ironstone quarries, after which he was engaged in cutting, milling, and stacking timber for the Barrier Mines. Mr. Hedges was a resident of Mount Barker, South Australia, for several years, and while there served as member of the District Council and on the Roads Board. His lively interest in local affairs led to his being elected a life member of the Mount Barker Agricultural Society. He came to Western Australia in 1893 and shortly afterwards was successful in securing a number of important contracts, among which may be mentioned the construction of the Mahogany Creek deviation eastern railway, the Karralee Water Supply, the Donnybrook to Bridgetown railway, and many other large public works in Western Australia. Subsequently Mr. Hedges purchased a controlling interest in the Western Australian Goldfields Firewood Supply Company, of which concern he is now Managing Director. In

the nineties Mr. Hedges turned his attention to politics, and in 1904 contested the seat for the Yilgarn district in the State Legislative Assembly, but without success. Two years later he became a candidate for the Federal House of Representatives, and at the elections held



*Bartleto, Perth.*  
MR. WILLIAM NOAH HEDGES.

in December, 1906, was returned as member for Fremantle and still retains that seat. He is interested in the agricultural industry, and has land at Kooberrin on the route of the proposed railway from Wickiepin to Merriden. Mr. Hedges is a familiar figure in the world of sport, and is a member of the Western Australian Turf Club and the Kalgoorlie Racing Club, besides which he is associated with many other sporting institutions. He married a daughter of Mr. John Paterson, of "Green Hills," Mount Barker, South Australia, and has two sons and three daughters.

The Honourable HUGH MAHON, representative of Coolgardie in the Federal Parliament, was born in Ireland in January, 1858, his father, the late Mr. James Mahon, being an extensive farmer near Tullamore, in King's County. Mr. Mahon's education began in a National School and was continued under the Christian Brothers and private tutors. Engaging at an early age in the printing trade, he quickly became a reporter on the Press, and subsequently, at the age of twenty-one,

was appointed editor and manager of an Irish provincial journal. The agitation for Home Rule and land law reform, initiated by Mr. Parnell in the late seventies, naturally attracted Mr. Mahon, whose ancestors had suffered through the unchecked rapacity and exactions of Irish landlordism. He accordingly enlisted in the movement, which had for some years his enthusiastic advocacy both as a journalist and as an individual. One of his earliest public acts was as a supporter of the present Irish leader, Mr. J. E. Redmond, M.P., when in 1879 the constituency of New Ross first introduced Mr. Redmond to the House of Commons. In the conduct of his newspaper Mr. Mahon incurred the hostility of the British Government, at that time clothed with extraordinary powers for the punishment of its political antagonists. A special statute entitled the Government to arrest and imprison indefinitely any person obnoxious to it. No offence was named in the warrant of arrest, nor was there any preliminary hearing before a magistrate. Under the powers conferred by this law Mr. Mahon was thrown into Kilmainham Gaol, where he was detained with nearly 100 others (including Messrs. Parnell, Dillon, Wm. O'Brien, and J. J. O'Kelly, then Members of the House of Commons) from October, 1881 to January, 1882. Released, owing to the breakdown of his health, he yielded to medical advice and left for Australia, where he arrived a few months later. On his recovery Mr. Mahon accepted an appointment on the Sydney Press, and from that time onward until 1895, when he arrived in Coolgardie, he maintained his connection with journalism in Eastern Australia. Toward the end of 1895 he established the first newspaper north of Coolgardie on the then new Menzies goldfield, and two years later, on the division of the old Yilgarn electorate into several new constituencies, he contested North Coolgardie seat in the State Parliament. The contest was an exceptionally vigorous one, and the victor, Mr. H. Gregory, late Minister for Mines and Railways, won by the narrow majority of 60 votes. Later Mr. Mahon took part in the movement for the federation of the Australian States, and in 1901 was returned to the National Parliament for Coolgardie — the largest electorate in Australia, the area being greater than that of the whole State of Queensland. He was re-

elected without opposition in 1903, and in the contested elections of 1906 and 1910 his majority (which was only 350 in 1901) increased to nearly 5,000 and 7,000 respectively. In the first Labour Government of the Commonwealth—that formed by Mr. J. C. Watson, M.H.R., in 1904—Mr. Mahon held the portfolio of Postmaster-General. As this Government survived only a few months Mr. Mahon was unable to give effect to his project for the fuller extension of postal and telegraphic facilities to the remote interior, or to realize an ambitious scheme to place a telephone in the home of every settler throughout the continent. Ministerial responsibility again came to Mr. Mahon in the second Labour Government of the Commonwealth, which attained office in 1908, when he received the portfolio of Minister for Home Affairs. In this department he effected several reforms and initiated others, notably in respect of payments for lands resumed for public purposes, by which large sums have been saved to the Treasury. To the second Administration of which



*J. J. Dwyer, Kalgoorlie.*  
HON. HUGH MAHON.

Mr. Mahon was a member fell the duty of finally determining the future seat of government of the Commonwealth at Yass-Camberra; and he piloted through the House of Representatives the measure which precisely defined the boundaries of the new Federal Territory. The selection of the site of the national capital had aroused much controversy, and Mr. Mahon received many

congratulations on the passing of the Bill into law. In 1911 Mr. Mahon made one of the small Parliamentary Party which visited Papua, qualifying themselves by personal inquiry into its affairs to shape legislation necessary for the effective occupation of that territory. Later he spent some months in Western

Australia assisting the State Labour Party, as honorary editor of *The Labour Vanguard* and by platform addresses, to the pronounced victory which it obtained at the polls. His services were publicly recognized by the Premier of the State (Hon. J. Scaddan), and presentations were made to him on behalf of the

Ministry, as well as by the Committee of the Labour Federation controlling the Party's affairs at the general election. Mr. Mahon was married in 1888 to Mary Alice, daughter of the late Mr. Joseph L'Estrange, a Melbourne solicitor, and his family consists of a daughter and three sons.

## The State Legislature.

As in the other colonies, there have been several well-marked stages in the development of the legislative function in Western Australia. Starting from the inception of the Swan River Colony, when the sole authority was vested in the Governor, the next stage was reached by the establishment of an Executive Council, followed shortly afterwards by a Legislative Council consisting of the same personnel as the Executive, and being consequently wholly nominated by the Crown. The functions of the two bodies were totally distinct, but the real power of government vested in the Executive, the Legislative Council being merely an advisory body. With certain changes of constitution by the addition from time to time of unofficial nominees to the

Legislative Council, this form of government existed until 1870, when a Legislative Council consisting of one-third nominee and two-thirds elected representatives was established. This body, which was given a wider range of legislative power than its predecessor, but which was still really at the mercy of the Executive, which in turn took its opinions from the Governor, continued until the inauguration of responsible government in 1890, when Parliament became supreme under the Crown, and the Executive Council was remodelled so as to consist of the Governor and the responsible Ministers of the day. Having thus outlined the progressive steps it may be of advantage to trace shortly the history of government in the State.

### I.—THE EXECUTIVE COUNCIL.

At the time of the establishment of the colony the powers of government were placed wholly in the hands of the Lieutenant-Governor, Captain Stirling, whose method of procedure was laid down in his letter of appointment from the Colonial Office, no regular commission being issued until some two years later. Some little time after the first officials sailed for the Swan River an Act of Parliament (10 Geo. IV., c. 22) was passed, providing temporarily for the government of the new colony.

On March 5, 1831, a commission was issued to Captain Stirling appointing him to be Governor and Commander-in-Chief of Western Australia, and at the same time Instructions under the King's Sign Manual were framed to accompany the commission. In the second clause of these Instructions it was stated:—

Whereas we have thought that there should be an Executive Council for assisting you, our Governor, or the person administering the Government of our said territory for the time being, we do by these presents nominate and appoint the undermentioned persons to be of the Executive Council of our said territory—that is to say, the Senior Officer of our Land Forces for the time being next in command, the Colonial Secretary of Western Australia for the

time being, and the Surveyor-General of the said territory for the time being, and the Advocate-General of the said territory for the time being.

The first Executive Council appointed under these Instructions, which were published in the colony on December 24, 1831, consisted of:—

Captain Stirling	...	Governor
Captain F. C. Irwin	...	Commandant
Peter Brown	...	Colonial Secretary
Lieutenant J. S. Roe	...	Surveyor-General
W. H. Mackie	...	Advocate-General

No change was made in the constitution of the Council until June, 1847, when the Collector of Revenue—in other words, the Treasurer—was added. In 1852, after the colony had become a convict settlement, the number was still further increased by the appointment of the Comptroller-General of Convicts to be a member of the Executive. No other changes were made until 1871, except that by an inadvertent omission from the Instructions issued to Governor Kennedy in 1855 the Commandant was debarred from sitting until the omission had been rectified. By Order of the Queen in Council, dated April 3, 1871, the Executive Council was

remodelled. The Governor remained President, the Colonial Secretary, the Attorney-General, the Senior Officer in Command of the Land Forces, and the Surveyor-General retained their seats, while those of the Comptroller-General and Collector of Revenue were abolished. Under the Royal Instructions of July 4, 1878, the Governor was further authorized and empowered "to appoint, in addition to the ex-officio members, such persons as he may think fit to be unofficial members of our said Executive Council, but so that the number of such unofficial members shall never exceed the number of two." Every such appointment was, however, to be provisional only until the same was approved by the Queen, and could be revoked at any time by Royal Warrant, and such unofficial members were to take rank after the official members of the Executive Council, and, as between themselves, according to the order of their appointment. The Governor was also directed and enjoined to attend and preside at the meetings of the Council unless prevented by some necessary or reasonable cause, when, unless he specially appointed some particular member, the senior member present was to preside. Under the provision allowing the inclusion of two unofficial members to the Executive Council Mr. J. H. Thomas, the then Director of Public Works, was appointed—an appointment which, though it fulfilled the letter, scarcely carried out the spirit of the Order-in-Council. By the additional Royal Instructions of April 8, 1879, it was laid down that the Executive Council was to comprise "so many persons in our service (not exceeding six in number at any one time) as the Governor shall from time to time appoint to be members of the said Council by instruments under



Photo by C. E. Farr.

PARLIAMENT HOUSE.

the public seal of the colony. All such persons shall be styled official members, and the persons discharging the functions of the offices hereunder mentioned shall, if so appointed, take precedence and seniority in the order in which the said officers are named—that is to say, Colonial Secretary, Attorney-General, Senior Military Officer in Command of our Troops within the Colony not being below the rank of Lieutenant-Colonel, Treasurer and Collector of Internal Revenue. Official members discharging the functions of any other offices shall take precedence and seniority after the foregoing officers, and among themselves according to the date of their respective appointments."

The first Executive appointed under these Instructions consisted, in addition to the Governor as President, of the following:—The Colonial Secretary, the Attorney-General, the Commandant, the Surveyor-General, the

Director of Public Works. The sixth position allowed under the Instructions was filled in November by the appointment of the Colonial Treasurer. The Commandant (Lieutenant-Colonel E. D. Harvest) left the colony in 1880, and after his retirement the Commandant ceased to be appointed as a member of the Executive.

No advantage was taken of the permission given in 1878 to add two unofficial members to the Executive until August, 1884, when Mr. James G. Lee Steere was provisionally appointed, and the appointment was confirmed by the Colonial Office in the following November.

The Council remained as then constituted until October 21, 1890, when on the introduction of responsible government it ceased to exist, and its place was taken by a new Executive Council consisting of the responsible Ministers of the day.

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## II.—THE LEGISLATIVE COUNCIL.

By the Act 10 Geo. IV., c. 22, power was given to the King-in-Council to establish in Western Australia a Legislative Council which should have power to legislate, within certain limits, upon local matters. This

power was exercised by an Order-in-Council dated November 1, 1830, which set forth "that the Governor for the time being of the said settlements of Western Australia, or the officer administering the government

thereof, the Senior Officer of His Majesty's Land Forces next in command, the Colonial Secretary of the said territory for the time being, the Surveyor-General thereof for the time being, and the Advocate-General thereof for the time being, so long as they shall respectively be resident in the said settlements, or any three of them, of whom the Acting-Governor shall be one, shall have authority and power to make, ordain, and establish all such laws and ordinances, and to constitute such courts and officers as may be necessary for the peace, order, and good government of His Majesty's subjects, and others within the settlements," subject, however, to the Royal prerogative of disallowance; and the Order went on to state "that no such law or ordinance shall be made unless the same shall have been first proposed by the said Governor or officer administering the Government"; and, further, that no court of justice was to be constituted except by a law or ordinance which had received the Royal assent.

The Order-in-Council reached the colony on December 24, 1831, and was published some days later. The first meeting of the Council was held in January, 1832, when it proceeded to make proper arrangements for the administration of justice. A Civil Court and Court of General Sessions were established, Mr. G. F. Moore being appointed as Commissioner of the one and Mr. W. H. Mackie as Chairman of the other. This arrangement held until August, 1834, when Mr. Mackie became the sole Judge and Mr. G. F. Moore Advocate-General.

The personnel of the Legislative Council was the same as that of the Executive. Both were composed wholly of officials, and there was more than a suspicion that the Legislature was really subservient to the Executive and did not represent the opinions of the colonists. Almost at once an agitation for an elective Council was commenced. Finding that distance, and possibly lack of interest on the part of the Colonial Office, prevented their complaints having any force, the settlers requested the Governor to proceed to London and personally urge their wishes upon the Secretary of State. As there were several other matters requiring attention the Governor decided to go. After laying the request before the Home authorities Captain Stirling felt justified by its reception in writing to the colony in hopeful terms. When he returned to Western Australia, however, it was found that the only concession was an authority to the Governor to suggest to the Colonial Office four names of satisfactory persons who might be added to the Legislative Council as unofficial members. As this did not satisfy the settlers in any way, and as the Governor saw no reason for urgency in making the selections, nothing was done in the matter until the arrival of Stirling's successor, Governor John Hutt, who on January 3, 1839, selected W. L. Brockman, George Leake, Thomas Peel, and William Tanner.

Although the names of members changed from time to time no further change was made in the constitution of the Council until 1868 (except that in June, 1847, the Collector of Revenue was added to the list of *ex-officio* members); but the colonists were not to blame for this want of progression. It may safely be said that at no period during those early years did the constitution of the Legislative Council meet with the approval of the people. Repeated applications for some voice in the election of representatives met with little or no response, though just previous to 1850 the Secretary of State went so far as to indicate that some measure of representation might be given when the colony was able to do without the assistance of a Parliamentary grant. In 1850 an Imperial Act (13-14 Vict., c. 59) was passed for the better government of the Australian colonies which provided that as soon as a colony reached the stage of being able to pay its own way the existing Legislative Council could, on receipt of a petition signed by one-third of the householders of the colony, establish a new Council, two-thirds of whose members should be elected. This seemed to bring the realization of the colonists' hopes nearer, but another obstacle cropped up, which for the time was insurmountable. Almost simultaneously with the passing of the Act Western Australia was made a penal colony. This, as the Secretary of State pointed out, rendered any form of representation out of the question, as the bulk of colonial expenses would of necessity fall upon the Home Government.

When it became known in 1865 that transportation was to cease within three years the agitation for representation started afresh. Public meetings were held and petitions circulated as directed by the Act of 1850. Outside the existing Legislative Council there was a general desire for election, but within it there was a strong feeling against drastic alteration. When the petition was presented there was an amendment moved and carried which to all intent defeated the object aimed at. This was to the effect that the nominated unofficial members should be increased to six in number and their term of office limited to three years.

With that disregard for public opinion in the colonies which characterized the Colonial Office in those days, the Secretary of State in 1867 assented to the Council proposal, without even mentioning the wider request, all particulars of which were before him.

Determined to have some voice in the matter, a public meeting was called, which decided to ask the Governor to allow the colony to be split up into six districts, each district to select by a poll one man to act as a member of the Council. The Governor (Dr. Hampton) who was only too glad to avoid the responsibility of nominating, approved of the proposal and

agreed to nominate the persons selected. A poll was then taken and five names were chosen, one district—Champion Bay—refusing to take advantage of the concession. The Governor then nominated Mr. J. W. Hardey, an opponent of representative government in the old Council, and submitted the six names to the Secretary of State for approval. By a notice dated July 7, 1868, it was notified for general information in *The Government Gazette* that "by an Order-in-Council made at the Court at Windsor May 14, 1868, Her Most Gracious Majesty the Queen, with the advice of Her Privy Council, did order that the Orders-in-Council respectively bearing date March 20, 1857; March 3, 1859; and October 11, 1861, under which the late Legislative Council was constituted should be, and the same are, thereby revoked; and that the Governor for time being of the colony of Western Australia or the officer administering the government thereof, the Senior Officer for the time being Commanding Her Majesty's Land Forces in the said colony, the Colonial Secretary of the said colony for the time being, the Surveyor-General of the said colony for the time being, the Attorney-General of the said colony for the time being, and the Treasurer and Collector of Internal Revenue of

the said colony for the time being; and John Wall Hardey, Julian George Charles Carr, Walter Bateman, James George Lee Steere, William Locke Brockman, and Samuel Pole Phillips, Esquires, should be, and the same are, thereby constituted a Legislative Council within the said colony, with the powers and subject to the conditions and restrictions therein contained; and

that the appointment of the above non-official members of such Council should be for a period not exceeding three years. The above appointments to take effect from the date of this notice."

The advocates for representative government did not allow public feeling to grow cold, more especially as they had in the new Council a larger number of partisans than ever before, and were assisted by a Governor (Mr. Weld) who had had considerable experience of Parliamentary institutions. In 1869 a further petition under 13-14

Vict., c. 59, was presented to the Council, and a resolution passed in favour of giving effect to its request. Following upon this a Bill was introduced into the Council in 1870, and was finally agreed to on June 1 of that year. Arrangements for the change were quickly made. In August, 1870, the nominee Legislative Council was dissolved by the issue of writs under 33



Photos by Bartlett.

PREMIERS OF WESTERN AUSTRALIA.



Viet., No. 13, for the election of a Legislative Council, to consist of twelve elected and six nominated members, the latter to consist of three official nominees and three unofficial nominee members; the Council to be presided over by a Speaker. The elections took place in the month of October, and resulted in the Council eventually consisting of the following members:—

OFFICIAL NOMINEES—

Colonial Secretary ... .. Fred. P. Barlee  
 Attorney-General ... .. R. J. Walcott  
 Surveyor-General ... .. M. Fraser

UNOFFICIAL NOMINEES—

S. P. Phillips ... .. W. E. Marmion  
 M. Brown

ELECTED MEMBERS—

Albany ... .. John McKail  
 Fremantle ... .. E. Newman  
 " ... .. W. D. Moore  
 Geraldton ... .. Major Logue  
 Greenough ... .. George Shenton  
 Perth ... .. J. G. C. Carr (Chairman  
 of Committees)  
 " ... .. Luke S. Leake (Speaker)  
 Swan ... .. Thos. C. Gull  
 Toodyay ... .. Jas. Drummond  
 Vasse ... .. J. G. Bussell  
 Wellington ... .. Jas. G. Lee Steere  
 York ... .. J. H. Monger

Representative government having been secured, the more progressive spirits in the community, amongst whom may be mentioned Mr. (now Sir) S. H. Parker, began to turn their attention to the full measure of control—responsible government. At first there was little public expression of opinion on the matter, and this, especially when combined with passive resistance, if not active opposition, on the part of successive Governors did much to retard any general agitation. In spite of obstacles, however, the movement grew, and that it had some effect in official circles was seen in 1874, when the total number of members was increased to twenty-one by the creation of two new districts—the Murray and Williams and the Northern—and again in 1882 by a further increase to twenty-four by the erection of Gascoyne district, the total being finally raised to twenty-six in 1886 by the establishment of the

Kimberley district. No other alteration was made in the constitution of the representative Council, which, when the old form of government expired in October, 1890, was composed as follows:—

OFFICIAL NOMINEES—

Colonial Secretary ... .. Sir M. Fraser, K.C.M.G.  
 Attorney-General ... .. C. N. Warton  
 Director of Works, Engineer-  
 in-Chief, and Commissioner  
 of Railways ... .. J. A. Wright  
 Surveyor-General and Com-  
 missioner of Crown Lands John Forrest, C.M.G.

UNOFFICIAL NOMINEES—

Sir James G. Lee Steere, ... .. G. Randell  
 Kt. (Speaker) ... .. D. K. Congdon  
 Sir Thomas Cockburn-  
 Campbell, Bart. (Chair-  
 man of Committees) ... .. J. Morrison

ELECTED MEMBERS—

Albany ... .. L. V. DeHamel  
 Fremantle ... .. W. E. Marmion  
 " ... .. W. S. Pearse  
 Gascoyne ... .. R. F. Sholl  
 Geraldton ... .. McK. Grant  
 Greenough ... .. W. T. Loton  
 Kimberley ... .. A. Forrest  
 Murray and Williams ... .. W. Paterson  
 North District ... .. A. R. Richardson  
 " ... .. S. Burt, Q.C.  
 Perth ... .. E. Scott  
 " ... .. E. Keane  
 Swan ... .. C. H. Rason  
 Toodyay ... .. G. Shenton  
 Vasse ... .. S. H. Parker  
 Wellington ... .. H. W. Venn  
 York ... .. C. Harper

The Legislative Council then consisted of a single Legislative Chamber, and was composed of twenty-six members, presided over by a Speaker, of whom four were official members, five were nominees of the Crown, and seventeen were elected for five years by the different constituencies. The qualification of elected members was the possession of £1,000 freehold property. The qualification of an elector was £50 freehold or £10 household, or the lease of Crown lands to the same amount of annual rental.

III.—RESPONSIBLE GOVERNMENT.

The struggle for responsible government has already been dealt with at considerable length in the historical portion of this work, but may perhaps be shortly referred to here, even at the risk of apparent repetition. The question was first mooted almost

immediately after the inception of representative government, but was viewed coldly by the Home authorities and by successive Governors until at last it became so pressing that in 1887 Governor Sir Frederick Broome felt compelled to give his adherence to the movement.

The progress made from that time has been concisely but clearly set forth in the *Western Australian Year-Book*, to which we are partly indebted for the following summary.

"By an almost unanimous vote of the Legislature in July, 1887, a resolution was agreed to affirming the principle of self-government, and the Governor was requested to take the necessary steps to carry out the wishes of the Legislature. In December, 1888, the Legislative Council was dissolved, and a general election took place in January, 1889, in order that the constituencies might have an opportunity of expressing their views upon the question of the new Constitution. When the Council reassembled the resolution in favour of responsible government for the colony was again carried, this time without a single dissentient voice. The Legislative Council met in April, 1889, and a Constitution Bill, drafted by the Government, was at once brought forward, after amendment passed, and forwarded to the Secretary of State for the Colonies, the Governor (Sir Frederick Napier Broome), Mr. S. H. Parker, and Sir Thomas Cockburn-Campbell being appointed by the Legislature to proceed to England to act as delegates on behalf of the colony when it came before the Imperial Parliament. Much difficulty was experienced in carrying the measure through its various stages, strong opposition having arisen at Home to the granting of Western Australia's demands. This was chiefly, if not entirely, due to a misunderstanding of questions relating to the control of the Crown lands. The latter, it was held, by a not inconsiderable and decidedly demonstrative party in England, were the 'heritage of the British people,' and should be available and retained for settlement by the surplus population of the Mother Country. To hand over a million, or even half a million, square miles of country, favoured with a temperate climate, to the 45,000 persons thinly scattered over it, was regarded as a piece of folly verging on political crime. The Bill was, however, referred to a Select Committee—of which Baron de Worms was chairman—for the taking of evidence; and so impressed were the members of this body—after hearing what the representatives of the colony had to communicate to them—with the advantages likely to result from giving Western Australians a free hand in the management of their great national estate, and so convinced were they of the errors underlying the popular opposition to the measure, that they returned it to the House shorn of nearly all the clauses to which the colony had previously objected, recommending that full and complete control of the Crown lands should be vested in the local Parliament which it was proposed to establish. Thus, by the exertions of the colonial delegates, aided by the influence of Sir William Robinson, who had in the meanwhile succeeded Sir Frederick Broome as Governor

of the colony, and, opportunely, happened to be in England, combined with the intelligence and liberal-mindedness of a majority of the members of the Select Committee, was Western Australia 'one and undivided' obtained for Western Australians. Mention should also here be made of the assistance rendered by the Agents-General for the other Australasian colonies, at a time when, owing to delays due to the Imperial Cabinet, the Bill appeared to be in jeopardy. In a body the Agents-General waited upon the Leader of the Government in the House of Commons and made representations of a character which swept away final obstacles. The Bill, enabling Her Majesty to grant a Constitution to Western Australia, passed its third reading in the Imperial House of Commons in July, and meeting with no opposition in the Lords, received the Royal assent on August 15, 1890. The announcement of the latter was made by a proclamation, which was dated October 21, 1890, being publicly read by the Governor in Perth on that date, and included in *The Government Gazette* of the 23rd of the same month."

Though in many ways excellent at the time, particularly as it gave the colonists what they had been striving for more or less actively almost since the foundation of the colony—a Parliament in the election of which they possessed the determining voice—it was not long before the necessity for broadening the Constitution became apparent. The first change—that of making the Legislative Council an elective body—took place automatically in 1893 when the population of the colony reached 60,000.

A further alteration was made in 1896, when the Legislative Council was increased to twenty-four and the Assembly to forty-four in order to provide representation for the new goldfields communities. In 1899 the great increase of population—it was then 170,000—and the advanced ideas of the bulk of the newcomers, directed attention once more to the Constitution, and it was generally admitted that something must be done to bring it more into line with those of Eastern Australia. The result was the Constitution Act Amendment Act of that year, by the provisions of which the Council was raised to thirty and the Assembly to fifty in number, as at present constituted. More important alterations than mere numbers were, however, made by the limitation of the duration of the Assembly to three years and the adoption of adult suffrage as the franchise for Assembly elections. Owing to the fact that in those days the population was practically a moving one—a feature common to mining communities—the Premier (Honourable Walter James) endeavoured in 1902 to pass an Amending Bill providing for a redistribution of seats, for a reduction of the number of members, for a reduction in the number of Ministers, and for a double dissolution. Suggestions such as these were could not

fail to rouse the opposition of the Upper Chamber, where the Bill was rejected on the second reading. Mr. James returned to the charge in 1903 in a somewhat different manner. Instead of one Bill three were introduced—a Constitution Act Amendment Bill, an Electoral Bill, and a Redistribution of Seats Bill. The first suffered the same fate as its predecessor of 1902, but the others were with amendments agreed to. Apart from purifying and machinery clauses the Electoral Act amended the Constitution Act, 1899, by giving an elector the right to vote as soon as he was registered and by abolishing plural voting for the Assembly. The Redistribution of Seats Act was simply as its name implied, and did not, as before, attempt to cut down the number of electorates. The Electoral Act of 1904 was repealed in 1907 on the passing of a new Act of wider scope and more up-to-date provisions, and the Redistribution of Seats Act was replaced by another one in 1911.

The present Constitution of Western Australia is, therefore, contained in the following Acts of Parliament:—

- Constitution Act, 1889 (52 Vict., No. 23);
- Constitution Act Amendment Act, 1893 (57 Vict., No. 14);
- Constitution Act Amendment Act, 1899 (63 Vict., No. 19);
- Electoral Act, 1907 (7 Edw. VII., No. 27); and
- Redistribution of Seats Act, 1911 (1 Geo. V., No. 6).

SPEAKERS OF LEGISLATIVE COUNCIL UNDER REPRESENTATIVE GOVERNMENT.

- Sir Luke Samuel Leake, 1870-1886.
- Sir James George Lee Steere, 1886-1890.

PRESIDENTS OF LEGISLATIVE COUNCIL UNDER RESPONSIBLE GOVERNMENT.

- Sir Thomas Cockburn-Campbell, Bart., 1890-1892.
- Sir George Shenton, Kt., 1892-1906.
- Hon. Henry Briggs, 1906 (still in office).

SPEAKERS OF LEGISLATIVE ASSEMBLY UNDER RESPONSIBLE GOVERNMENT.

- Sir James George Lee Steere, K.C.M.G., 1890-1903.
- Hon. Charles Harper, 1903-1904.
- Hon. Mathieson Henry Jacoby, 1904-1905.
- Hon. Timothy Francis Quinlan, 1905-1911.
- Hon. Michael Francis Troy, 1911 (still in office).

MINISTRIES SINCE THE ESTABLISHMENT OF RESPONSIBLE GOVERNMENT.

	Ministry.	Assumed office.	Retired.
1.	Forrest	December 29, 1890	February 14, 1901
2.	Throssell	February 14, 1901	May 27, 1901
3.	Leake	May 27, 1901	November 21, 1901
4.	Morgans	November 21, 1901	December 23, 1901
5.	Leake	December 23, 1901	July 1, 1902
6.	James	July 1, 1902	August 10, 1904
7.	Daglish	August 10, 1904	August 25, 1905
8.	Rason	August 25, 1905	May 7, 1906
9.	Moore	May 7, 1906	September 16, 1910
10.	Wilson	September 16, 1910	October 7, 1911
11.	Scaddan	October 7, 1911	Still in office

## The Ministry.

The Honourable JOHN SCADDAN, M.L.A. There is a trite saying attributed to the great Napoleon, "that every member of his Grand Army carried a Field Marshal's baton in his haversack," or, in other words, "Merit would always compel recognition." The underlying principle of this maxim is nowhere more dominant than in political circles in Australia, where, under democratic institutions, the highest and most responsible offices in the State are open to all. At the present time in Western Australia an excellent exemplification of the principle is to be found in the person of the present Premier, the Honourable John Scaddan. Together with this is the demonstration of another fact, the excellence of the education

imparted at the free, secular, and compulsory schools throughout Australia. To what extent public men of the present day are indebted to the splendid educational systems which are such a prominent feature in the Commonwealth it is hard to estimate. Mr. Scaddan was born at Moonta, in South Australia, on August 4, 1876. He is therefore now in his thirty-sixth year, and it speaks volumes for his industry and determination that at such an early age he has risen to such a commanding position in the affairs of his country. Early in his life his parents removed to Eaglehawk, near Bendigo, Victoria, thereby only exchanging one centre of democratic thought for another, for the Cornish instinct of freedom is strongly pre-

dominant in both. Mr. Scaddan received his education at the State school at Eaglehawk, an education which has proved to have been carried out on systematic and thorough lines. After leaving school he adopted the occupation of a miner and worked in the mines of the district until 1896, when he migrated to Western Australia, attracted no doubt by the marvellous gold discoveries at Kalgoorlie. While working as a miner at this centre Mr. Scaddan, who had always been keenly interested in every avenue for improvement, took advantage of his opportunities and qualified as an enginedriver, deserting underground work for the less hazardous calling. Eventually he became a member of the Enginedrivers' Union, and his

entry into political life was made through this channel. In 1904 he was selected as the Labour candidate for the constituency of Ivanhoe, and secured a very easy victory, the dominance of his personality being at this stage clearly outlined, a feature that in the future was to carry him to the highest office in the



HON. JOHN SCADDAN.

State of his adoption. At every succeeding election he was returned unopposed, receiving the same expression of confidence in 1911, when under the Redistribution of Seats Act his old electorate was combined with Brownhill to form the Brownhill - Ivanhoe constituency. The retirement of Mr. Bath from the leadership of the Labour Party in 1910 brought Mr. Scaddan immediately to the front, for he was appointed to the vacant position, in which office his tact and ability have been pre-eminently demonstrated. The elections in 1911 returned the Labour Party to power with an overwhelming majority, and to Mr. Scaddan was assigned the task of forming a Ministry. In this he was successful, and in it he now holds office as Premier and Colonial Treasurer. Since Mr. Scaddan's elevation to Cabinet rank he has attended a conference of Premiers in Melbourne, where his utterances on political matters involving wider issues than those of his own State have received the greatest attention and respect. Mr. Scaddan is a tactful but forceful orator, and the wisdom of his actions during the past few years is an excellent augury for the broader outlook of the future.

The Honourable THOMAS HENRY BATH, M.L.A., Minister of Lands and Agriculture, was born at Hill End, New South Wales, in 1875 and was educated in the Government school in that town. Just on the eve of attaining his majority he turned his steps, like so many others have done, toward Western Australia, and took up work in the then new town of Kalgoorlie. Here he was faced with a new set of circumstances, and a much more restricted franchise than obtained in the East. A closer acquaintance lessened the attractions which had appeared so full of glamour in the distance, and he returned to New South Wales with the declared intention of not returning. A few months, however, found him back again in 1897. At that time the Australian Workers' Association had been established and he became a member, later on joining the "John Ballance Assembly of the Knights of Labour," which that enthusiastic New Zealander, Frank Kelsall, sought to establish in Western Australia. Mr. Bath was actively identified with the erection of the Workers' Hall in Boulder and the initiation of the Sunday night after-church lectures which were then established. At that time the question of securing a more liberal franchise and the wiping out of the inequalities which marked the then distribution of electorates was one of the great political questions agitating the public mind, and Mr. Bath threw himself energetically into the movement in the Labour interest. He was actively associated with the movement for establishing the first Labour paper *The Westralian Worker* in Western Australia, and was selected as its first editor, devoting all his time in an honorary capacity for the first three months of its existence. A difference of opinion as to the policy of the paper led to the appointment of Wallace Nelson as editor, and Mr. Bath was elected to the office of secretary of the Goldfields Trades and Labour Council, then the active head of the Labour movement on the eastern goldfields and the forerunner of the present Eastern District Council of the A.L.F. While occupying this position the representation of Hannans in the State Assembly became vacant owing to the death of Mr. J. Reside, then Labour member for the district, and Mr. Bath being selected as the Labour candidate for the vacancy secured an unopposed re-

turn. When Hannans electorate disappeared through redistribution Mr. Bath sought election for Brown-Hill constituency and was again returned unopposed. He continued to hold that seat until it, too, disappeared through the Redistribution Act of 1911, when he contested the new electorate of Avon and was returned after a strenuous contest. In August, 1904, Mr. Bath was elected Chairman of Committees of the Legislative Assembly, a position which he relinquished to take up the portfolio of Minister of Lands and Education for a very brief term in 1905. After the general elections of 1905 he was chosen leader of the Parliamentary Labour Party, and retained the position, enjoying the undivided confidence of the Party until 1910, when, owing to continued ill-health, he was compelled to resign from the office. On the formation of the Labour Government in 1911 Mr. Bath accepted a portfolio as Minister of Lands and Agriculture. During his career in Parliament Mr. Bath has been essentially a member who looked to the general interests of the people. He availed himself of every opportunity of becoming acquainted with the resources of the State, and as one of the active or-



HON. THOMAS HENRY BATH.

ganizers of the Labour Party possessed a wide acquaintance in various districts. From his first entry into Parliament he has been a prominent advocate of educational progress, urging its extension not only in the primary schools but in the establishment of technical schools and in urging the establishment of institu-

tions in which the bent for agricultural pursuits would be encouraged. When the University Endowment Act was passed he was chosen as one of the trustees, and consistently urged the extension of this endowment principle for general educational purposes. He was appointed a member of the first Senate of the University of Western Australia in February, 1912. Mr. Bath was a member of the Honorary Royal Commission appointed to report on the proposal to establish a University in Western Australia. He is also a member of the Committee of the Public Library and Museum of Western Australia. Mr. Bath was married in 1904 to Elizabeth, daughter of Mr. W. T. Fensome, of Kalgoorlie, and has a son and daughter.

The Honourable PHILIP COLLIER, M.L.A., Minister of Mines and Railways in the second Labour Government of Western Australia, is a native of Victoria, having been born on April 21, 1874, at Woodstock, some 20 miles from Melbourne, where his father, the late Mr. Philip Collier, carried on agricultural pursuits. He was educated at local private and public schools, and concluding his scholastic career at the age of sixteen turned his attention to the mining industry. After a short period spent at the North Birmingham Mine at Steiglitz, a score of miles from Ballarat, he went farther afield, and for several years pursued this calling at different localities in Victoria and New South Wales. Subsequently he was engaged as foreman on the construction work in connection with the Melbourne sewerage scheme, which position he relinquished in order to come to Western Australia in 1904. Proceeding straight to the eastern goldfields, Mr. Collier was associated with the Perseverance Gold-mining Company at Boulder for about fifteen months, when he received a distinguishing mark of public appreciation by being elected in 1905 to represent the famous mining constituency of Boulder City in the Legislative Assembly, and has held this seat ever since, being unopposed at the recent elections. Even as a youth of sixteen Mr. Collier took an active interest in politics and was strongly attached to the Labour cause. He held various prominent positions in the Labour organizations in Victoria, among

which was that of honorary secretary of different branches of the P.L.P., while on several occasions he discharged the secretarial duties for Labour candidates in Victoria. Upon arrival in this State he joined the Boulder branch of the Australian Workers' Association, and almost immediately was elected an officer, subsequently representing that branch at the Labour Congress held at Perth in July, 1905. He also accepted the position of Vice-President of the Goldfields Trades and Labour Council, which he held at the time of his election to Parliament. The interests of the miners lay especially near to his heart, and he gave much time and thought to the Mines Regulation Act of 1906, brought in by the Moore Government. While acting as delegate on behalf of the Australian Workers'

annually to the Federal Treasury. Upon the accession to office of the Labour Party in Western Australia in 1911 Mr. Collier accepted a portfolio as Minister of Mines and Railways, a position for which his previous experience should eminently fit him. He was Acting-Premier during the absence of Mr. Scaddan on a visit to the Eastern States to attend the conference of Premiers in the early part of 1912. He was married in 1900 to Ellen, daughter of the late Mr. Edward Heagney, of Bulga, Victoria, and has two sons and two daughters.

The Honourable THOMAS WALKER, M.L.A., Attorney-General and Minister of Education in the Scaddan Administration of 1911, is a son of Mr. Thomas Walker, corn miller and merchant, of Preston and Leyland, England, and was born at Preston on February 5, 1858. He pursued his scholastic studies at the Leyland Grammar School, and after a subsequent course at a similar institution at Preston entered the St. Thomas School in the latter town as junior teacher. After following the teaching profession for nearly three years he emigrated to Canada, where he engaged in agricultural pursuits, also serving for a short period in a chemist's establishment. Returning to England he joined the staff of the Preston *Herald*, writing at the same time for *The Guardian* and *Chronicle* of that town. Returning to Canada at a later period, after working as a farm labourer, he went to the United States, where he continued his journalistic efforts as a member of the staff of the Toledo *Review*, but relinquished this connection in favour of *The Democrat* some time later. After about a year's journalistic work in Ohio Mr. Walker began a lecturing tour through the States of North America, during the course of which he dealt with such subjects as the occult sciences, the doctrine of evolution—in which he is an enthusiastic believer—and many others of equal interest. From San Francisco he took steamer to Sydney, arriving by the "Zealandia" in 1877, and continued his lectures throughout the Australian States; his first lecture in Melbourne, delivered when he was under twenty years of age, being presided over by Mr. Alfred Doakin. After a highly successful Australian tour he sailed for Great



Ford.

Bunbury.

HON. PHILIP COLLIER.

Association to the Kalgoorlie Trades and Labour Council Mr. Collier proposed that one of the planks of the Federal Labour platform should provide for a Commonwealth land tax, and consistently advocated this idea, which at the time was strenuously opposed as being unconstitutional. It was, however, eventually carried and sent forward to the Commonwealth Labour Congress in Melbourne, held in the latter part of 1905, which passed it after an equally exciting debate, no other similar proposal having been submitted by any other Labour body in Australasia. This measure, which ultimately became law, at the present time returns nearly £2,000,000

Britain and commanded audiences all over England and Scotland, and receiving a cable invitation to visit South Africa made himself favourably known in the larger cities of that continent. While there he married, and shortly afterwards returned to Melbourne and directed his attention to politics. Being defeated in his first contest (for the Richmond electorate) he left Victoria and settled in Sydney. In due course he stood for the electorate of Northumberland, and was returned to that seat for three successive Parliaments. In addition to his political duties he pursued a journalistic career and wrote several dramas, among which, deserving of special mention, was his dramatization of "His Natural Life," the first attempt by any writer to dramatize Marcus Clarke's famous novel. "Marmondelle the Moor" was also from his pen, and for a short time he took the boards with Alfred Dampier, who produced the piece in Sydney, Mr. Walker receiving high praise both for the literary worth of his production and for his histrionic abilities as its interpreter. In course of time a Redistribution of Seats Bill was passed through Parliament, and by this measure the electorate which he represented was abolished. Relieved thus of public responsibilities Mr. Walker devoted himself to the teaching of elocution, lecturing, and journalism, and found congenial scope for his abilities as a lecturer on temperance questions in New Zealand. Shortly afterwards he came to Western Australia and for some time continued in these various avocations, in pursuit of which he assisted the late Mr. Vosper in the conduct of *The Sunday Times*. This period was followed by a few months on the eastern goldfields, where he was associated with the production of the *Kalgoorlie Sun* and subsequently with *The Miner*, but the death of Mr. Vosper led to his return to Perth to take charge of *The Sunday Times*, and at a later date he edited *The Sunday Press*, of which he was part-proprietor. *The Sunday Times* and *The Sun* were brought under one management, and Mr. Walker in due course took control of the latter journal, taking up his residence at Kalgoorlie. At the same time he embraced the opportunity to contest the election for the Kanowna district and was successful in winning the seat. After his return to Parliament he gave up journalism, re-

solving to enhance his political qualifications by the study of law, which, he clearly realized, would prove of invaluable service to him in the formulation and interpretation of legislative measures and constitutional procedure. In the fulfilment of this purpose he passed the preliminary examination in general knowledge, and was afterwards articled for five years to Mr. Richard S. Haynes, K.C., an old friend, with whom he had been on terms of intimacy during his Parliamentary career in the Mother State. The long sittings of the House were preceded by concentration on law books of no light quality, and the development of a farming property at about this period provided more anxiety than recreation. The charm of literary work reasserted its power at unap-



HON. THOMAS WALKER.

propriated moments, claiming the leisure that otherwise might have been spent in rest or diversion. While preparing for the final law examination he experienced an exceedingly heavy strain, the close of the last session of the late Parliament involving many successive all-night sittings, when such exciting measures as the Redistribution of Seats Bill were the subjects of keen debate, and party feeling ran high. More than an ordinary part in these fights fell to Mr. Walker, whose health finally gave way, necessitating a trip to the Eastern States, by which, fortunately, he was able to recuperate. This was early in 1911, and toward the end of the year a remarkable culmination of events would seem to signify that his star was in the ascendant. Within a few

weeks he was returned unopposed to the House, his party was successful at the polls, and he was chosen for the high office of His Majesty's Minister, a memorable circumstance eventuating when he was admitted to the Bar and sworn in as Attorney-General on the same day. In February, 1912, he was chosen as a member of the first Senate of the University of Western Australia. Mr. Walker was married at Graaff Reinet, South Africa, to Maria Andriette, daughter of the late Mr. William John Somers and niece of Sir Andries Stockemstroom, Bart., then Lieutenant-Governor of Cape Colony, and first cousin to Sir Andries Meas-dorp, now Chief Justice of Orange River Colony.

The Honourable WILLIAM DARTNELL JOHNSON, M.L.A. The present Minister for Public Works, Mr. W. D. Johnson, is a New Zealander by birth, having been born at Wanganui in 1872, and is therefore in his fortieth year. Attracted by the early gold discoveries in Western Australia, which in the early nineties caused such an upheaval throughout Australia, Mr. Johnson arrived in the State in 1894 in very early manhood. After spending a short period in Perth and Coolgardie he settled in Kalgoorlie. The Labour movement very soon called Mr. Johnson into prominence, and his period of residence in Kalgoorlie is punctuated with the earnest and active interest he took in all matters that pertained to the betterment of the industrial classes. He was mainly instrumental in forming the Amalgamated Society of Carpenters and Joiners, achieving the honour of becoming its first President. He was also Secretary for two years of the Goldfields Trades and Labour Council. While holding these positions his status in the Labour world as a leader and organizer of more than passing ability was so noted that it was hardly a matter of surprise when he was returned to Parliament as member for Kalgoorlie in the Labour interest in 1901. The reputation he had gained at Kalgoorlie became more consolidated until on the formation of the first Labour Government, with Mr. English as leader, Mr. Johnson was offered and accepted the portfolio of the Public Works. In this position his administrative and organizing abilities were proved of such high

order that he has left a record in that department as a controlling force. On the reconstruction of the Ministry he became Minister of Mines and Railways, and in this position his capacity as an administrator gained the highest commenda-



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HON. WILLIAM DARTNELL JOHNSON.

tion. At the general election of October, 1905, Mr. Johnson failed to secure the confidence of the Kalgoorlie electors, being defeated by Mr. Norbert Keenan. Soon afterwards he left the goldfields and became a resident of Midland Junction. On a vacancy occurring in the representation of Guildford in 1906 he was returned for that centre, and has held the seat by overwhelming majorities at each succeeding election. On the return of the Labour Party to power in 1911 Mr. Johnson was again given the portfolio of the Public Works, where no doubt by wise and careful control of this most important department he will enhance his previous excellent reputation. Since taking up his residence on the coast the subject of our memoir has been a most indefatigable worker in the cause of Labour, a task in which he has been greatly assisted by his wife. He married in 1901 Jessie, daughter of Alexander McCallum, and has three children.

The Honourable JOHN MICHAEL DREW, M.L.C., the Colonial Secretary of the Ministry, is, comparatively speaking, a young

man, having been born at Northampton, near Geraldton, in 1865. Not alone is Mr. Drew a native of the State in which he now holds one of its highest positions, but the whole of his early education and training was completed in Western Australia. Early in life he showed a marked predilection for a journalistic career, which, perhaps, more than any other professional walk of life stands for progress and advancement of its votaries. On leaving school Mr. Drew joined the staff of *The Western Australian Record*, which was then published at Fremantle, eventually rising by sterling merit and earnest work to the position of sub-editor on its staff. Resigning this position he was entrusted with the secretarial and managerial duties of *The Victorian Express* Company, proprietors of *The Geraldton Express*. From the business position he passed to the editorial chair of *The Express*, and is now the owner of the paper and a strong force in the politics of his native State, especially in the north-western portion. In 1900 Mr. Drew succeeded Mr. W. T. Loton as a member of the Central province in the Legislative Council of the State. Upon Mr. Daglish assuming office as Premier of the first Labour Ministry in Western Australia Mr. Drew,

not a member of the popular House it speaks volumes for the high impression prevailing in democratic circles as to Mr. Drew's integrity and ability that he was selected for this honour by a party of which he was not, strictly speaking, an adherent. On the reconstruction of the Cabinet by Mr. Daglish, Mr. Drew still retained office, with the portfolio of Colonial Secretary in place of that of the Lands, but still retaining the leadership of the Council. The reversal of public opinion in favour of the Labour Party in 1911, when it gained a signal victory and substantial majority in the Legislative Assembly, led to the formation of the second Labour Ministry. In this Cabinet Mr. Drew again accepted office as Colonial Secretary and with it the leadership of the Council.

The Honourable JABEZ EDWARD DODD, M.L.C. A striking personality in the present Ministry is to be found in Mr. Dodd, one of the Honorary Ministers. Born at Callington, South Australia, in 1867 he is a worthy scion of the Central State. Shortly after his birth his parents removed to Kadina, in the same State. Here the subject of the present memoir was educated, and on what sound lines his future career has already made fully manifest. In 1889, at the age of twenty-two, Mr. Dodd left Kadina and proceeded to Broken Hill, where he spent seven strenuous years, during which period the famous strikes of 1890 and 1892 had taken place. Being enamoured of the possibilities opening up in the "Cinderella" State of Western Australia Mr. Dodd, attracted by its wonderful development, like many other hardy spirits, left more settled districts to try his luck on the Western Australian goldfields, making his home at Coolgardie in 1896, three years later proceeding to Kalgoorlie. During his residence in this State Mr. Dodd has been closely identified with Labour and Labour ideals, and every movement for the amelioration of the condition of the workers has found in him an earnest advocate and an enthusiastic supporter. He is known far and wide as a mediator in trade disputes, and many conflicts betwixt labour and capital have been stayed by the power of his personality. The decisions he has from time to time given as arbitrator in industrial con-

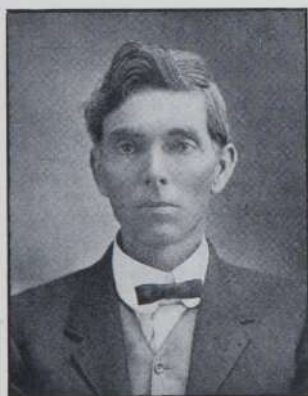


Bartletto, Perth.

HON. JOHN MICHAEL DREW.

though not a pledged member of the Party, accepted office as Minister for Lands and with it the leadership of the Legislative Council. When it is remembered that he was

licts have been loyally accepted by the opposing forces. Early in his residence in Coolgardie Mr. Dodd became identified with unionist proposals, assisting to found the Australian Workers' Association and later the Amalgamated Miners' Association, now the Western Australian Federated Miners' Union, of which until recently he was Secretary. In this position he has done much to relieve the many disabilities under which the miner works. Under the deep sense of responsibility that has been such a marked feature of his career Mr. Dodd has worked so whole-heartedly in the cause of the miners that his efforts to alleviate the conditions of their labour will be remembered with gratitude wherever his name may be mentioned. The high appreciation his fellow-unionists have of his integrity and ability can be found in the fact that from its inception he has been the Treasurer of the Western Australian Federated Miners' Union and until recently was its Secretary. His wide experience as a practical miner in Broken Hill, Coolgardie, and Kalgoorlie has made him an authority on all questions in



HON. JABEZ EDWARD DODD.

regard to that industry, while his tact and judgment have earned for him a place in the Legislature and Cabinet of the State of his adoption. With wisdom and with confidence he

has guided the affairs of his fellow-unionists, and it is with confidence we can regard his advent on a wider sphere of action. Like many of his contemporaries in the political world Mr. Dodd made consistent essays in the world of journalist literature, for despite his strenuous efforts on behalf of his Union he found time to become a regular contributor to the columns of *The Worker*. In 1910 he was returned for the Legislative Council in the interests of Labour for the South Province, being elected by a substantial majority. With such a short period of legislative life to be elevated to a position in the Cabinet is a marked compliment to the purity and integrity of Mr. Dodd's motives and his ability to deal with the grave questions of policy that will meet him in his present sphere.

The Honourable WILLIAM CHARLES ANGWIN, M.L.A. Mr. W. C. Angwin, an Honorary Minister in the Cabinet, is not an Australian born, but comes from that home of sturdy pioneers and still sturdier democracy, Cornwall. Born in St. Just in 1863 Mr. Angwin is in his forty-ninth year, twenty-six of which have been spent in Australia, for he arrived in the Commonwealth in 1886. He served his apprenticeship as a carpenter, and at the age of nineteen left Cornwall for Cumberland, where he immediately became identified with movements of social reform. Early in life Mr. Angwin took a very active interest in the cause of temperance, and his democratic principles were just as clearly outlined, for he was a member of the Liberal Association, which met at the Moor Road, near Whitehaven. In 1892 Mr. Angwin arrived in Western Australia and at once began to make his influence felt in Labour circles in the State. He was employed by Messrs. Sandover & Co. until elected to the Legislative Assembly for East Fremantle in June, 1904, and has been closely identified with public affairs in East Fremantle since 1897. Of calm, thoughtful temperament Mr. Angwin makes an ideal leader in many ways, his principles of temperance being displayed

in more avenues than that of the liquor question. After several terms as a councillor in the East Fremantle municipality Mr. Angwin was eventually chosen as Mayor, and continued in that position for some years, gaining by his careful and



HON. WILLIAM CHARLES ANGWIN

temperate administration the admiration and respect of all shades of political opinion. The Redistribution of Seats Act of last year combined several portions of Mr. Angwin's electorate with portions of North Fremantle electorate, and for the combination he was returned to the present Assembly. This is not the first time Mr. Angwin has been a member of the Ministry, as in the Labour Government of 1904-5 he was a Minister without portfolio, and was again selected for a similar position on the accession of the Labour Party to office in 1911. As Honorary Minister Mr. Angwin has been closely identified with the administration of public health, and his efforts to obtain a pure milk supply have earned for him general commendation. His wide knowledge of municipal affairs renders him peculiarly fitted for this task, and one of the most important features of successful administration on a subject that is essentially in the best interests of the people will find in Mr. Angwin a wise, controlling force.



## The Legislative Council.

The Honourable HENRY BRIGGS, J.P., M.L.C., President of the Legislative Council, was born at Kettering, Northamptonshire, in 1844. He was educated at the Kettering National School by Mr. William Sturgess and afterwards at Leicester by Canon Fry, and at the age of nineteen gained a Queen's scholarship at St. Mark's College, Chelsea. On the completion of his training he was appointed Master of the College Model Schools. After occupying this position for three years he was appointed Head Master of the Mottram Grammar School. In 1882, on the nomination of the Board of Governors, he came to Western Australia to establish the Fremantle Grammar School, which institution he successfully conducted till he retired in 1897. In 1895 he was appointed a Justice of the Peace. After the Western Australian Chamber of Commerce was resuscitated in 1883 he was Secretary of that body for twelve years. On the resignation of Mr. E. W. Davies as a member for the West province in the Legislative Council he was elected on June 30, 1896, and opened his Parliamentary career in the session of that year by moving the Address-in-Reply to the Governor's Speech. His entry into political life has, however, not interfered with the interest he still takes in educational and literary matters. He was a member of an early Commission on technical education, and has been one of the Trustees of the Public Library, Museum, and Art Gallery since 1903. He was a member of the Royal Commission on the establishment of a University in the State, the labours of which led to the passing of the University Act in 1911. Since taking his seat in the Legislative Council Mr. Briggs has been a continuous member of that Chamber. From June, 1900, to June, 1906, he was Chairman of Committees, and in the latter year succeeded Sir George Shenton as President of the Council. As an Australian by adoption he took an active part and keen interest in the genesis and formation of the Federal Constitution of the Commonwealth. He was a representative at the Aus-

tralian Convention which framed the Constitution at the Sydney and Melbourne Sessions in 1897-8, and also President of the Fremantle branch of the Western Australian Federal League. In connection with the Masonic craft Mr. Briggs has occupied a prominent part. He is a Past Master as well as Past Z., and about 1885, as a member of the Fre-



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HON. HENRY BRIGGS.

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The Honourable R. S. ARDAGH, who represents North-East province in the Legislative Council, was born in Gippsland, Victoria, in 1871. From an early period of his history he was connected with the mining industry, and when about twenty-one years of age accepted the position of union steward on the Long Tunnel Mine at Walhalla, his long term of service in the cause of unionism beginning with this appointment. In 1895 he arrived in Western Australia, and proceeding to Kalgoorlie found employment on the mines in

the capacity of engine-driver and in other departments of work. Later he was elected to the post of Secretary of the Trades and Labour Council, which he filled for seven years, and for a time occupied the position of managing editor of *The Australian Worker*. Mr. Ardagh is still connected with this journal as manager, at the present time devoting his attention solely to the business side of the enterprise. He is a councillor of the Kalgoorlie municipal chamber, and in 1903 was gazetted a Justice of the Peace. In 1912 he was the successful candidate for the suffrages of the North-East province in the Legislative Council as a supporter of the Labour Party.

The Honourable EPHRAIM MAYO CLARKE, representing the South-Western province in the Legislative Council, is a son of the late Mr. Ephraim Clarke, of Bucks, England, and was born at Parkfield, near Australind, in August, 1846. Until he was thirty years of age he was identified with farming pursuits on his father's property and on his own holding in the Harvey district, adjacent to the south-western railway line. In 1874 he came to Bunbury and established his present business, in conjunction with which he cultivates an orchard and farm at Roelands. He also has a vineyard in the vicinity of the port, where he was the first to replant vines after the attack of fungus disease which destroyed the vineyards in the south-western district about 1865. Mr. Clarke began his public career as a member of the Bunbury Municipal Council, his connection with which body extended over twenty-seven years. For six years he occupied the mayoral chair, and during his term of office used his influence to secure an improvement in the sanitary conditions of the town. In 1900 he was returned to the Legislative Council as one of the representatives for the South-Western district, and has since held the seat. Mr. Clarke was one of the first members of the original Bunbury Chamber of Commerce. He was a

member of the Mounted Rifle Corps of Bunbury at its inception, and at the present time is a member of the Bunbury Rifle Club.

The Honourable HAL PATE-SHALL COLEBATCH was born at Wollerlow, Kingsland, Herefordshire, on March 29, 1872. As a child of seven he accompanied his parents to South Australia and received his education at Goolwa, at the mouth of the Murray River. From a very early age he was attracted to journalism, and after spending a year or two in the northern agricultural areas of South Australia, in 1889 proceeded to Broken Hill, where he obtained a position on the staff of *The Silver Age*, which he retained for about six years. In 1895 he came to Western Australia and was engaged in journalistic work in connection with *The Golden Age* newspaper, Coolgardie, and *The Kalgoorlie Miner*, until the end of that year; in the beginning of 1896 accepting the appointment of mining editor of the newly established *Morning Herald* in Perth. Mr. Colebatch continued his association with this paper until 1905, in which year he entered into partnership with Mr. J. S. Nicholls, a former Press associate of his Broken Hill days, in the purchase of *The Northam Advertiser*, founded by Mr. J. T. Riley, which has since been carried on by these gentlemen. Mr. Colebatch has always been distinguished for the active interest he displayed in matters of public moment, especially in the Eastern districts of this State, and is now in his third year of office as Mayor of Northam. In 1912 he turned his attention to the political arena, and successfully contested East province in the elections held in May of that year.

The Honourable JAMES DANIEL CONNOLLY, M.L.C., is the second son of the late Mr. D. Connolly, of Clifton, Queensland. Born at Allora, on the rich Darling Downs, in 1869, and educated at Warwick, he early in life engaged in business as a contractor in his own State. He was attracted to Western Australia by the gold discoveries, and arrived in 1893, in time to see the foundation of the eastern goldfields and catching the boom at the flood he found great opportunities for the profitable employment of his enterprise and business ac-

men. Kalgoorlie was then practically unborn, and a city had to be built in the remote desert within five years. In the raising of that mushroom city Mr. Connolly found plenty to do, and the strenuously busy character of his early years in Western Australia may be best gauged by the number of public buildings and commercial edifices at Kalgoorlie and throughout the eastern goldfields, for the building of which he was responsible. As Coolgardie and Kalgoorlie rose from humble mining camps to large, up-to-date, and prosperous settlements his fortunes rose with them. In addition to his business enterprises



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he interested himself largely in mining development, and while he had his successes as an investor, he nevertheless paid a fair quota to the cost of establishing the great mining industry. In the course of a few years he was able to devote some time to public affairs and in 1901 entered the Kalgoorlie Municipal Council. This civic honour proved but a stepping-stone to the greater dignity and responsibilities of public life. When Mr. A. P. Matheson was returned as one of the members of the Federal Senate for Western Australia Mr. Connolly contested the vacancy in the representation of the North-East province in the Legislative Council of the State, and was elected by a substantial majority in 1903. That seat he has continued to hold ever since. Three years later, on the formation of the Moore Ministry, he accepted the

important portfolio of Colonial Secretary, which carried with it the responsibility of leading the Legislative Council and piloting all Government business through that Chamber. Mr. Connolly has always taken a sympathetic interest in public charities, particularly those relating to children, and in the State Children's Act which he carried through Parliament in 1907 the State is recognized to possess one of the most humane and advanced measures of the kind in the Commonwealth. As Minister in charge of public health he strove to place the hospitals of the State on an efficient basis, and in the consolidating Health Act of 1910-11 he succeeded in embodying provisions which give this State the most up-to-date health and pure foods legislation on the Statute Books of Australia, a meritorious feature of the measure being the sections dealing with the protection of infant life. Another matter to which Mr. Connolly gave earnest attention was that of immigration. By a judicious policy of advertising the resources of the State and giving proper attention to the immigrants on their arrival he brought about an influx of desirable settlers at the rate of 12,000 per annum, and having regard to the fact that Western Australia has never encouraged indiscriminate immigration, this result is one of the most gratifying in the record of Mr. Connolly's administration. While swelling the white population he was not unmindful of the claims of the original owners of the soil, and during his regime the laws dealing with the aborigines were remodelled on most benevolent lines. Everything possible was done by him to improve the conditions of the native race, and in this respect Western Australia is not eclipsed by any other State in the Commonwealth. In 1898 Mr. Connolly married a daughter of Mr. Edwards, of St. Arnaud, Victoria, the issue being five daughters.

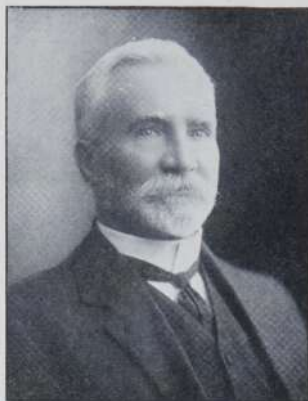
The Honourable FRANCIS CONNOR, representing North province in the Legislative Council, was born at Newry, Ireland, in 1857. Subsequent to his arrival in Western Australia in the year 1885 he proceeded to Wyndham, where, in conjunction with Mr. D. J. Doherty, he opened a storekeeping business. At a later date the firm took up a

large area of country on the Ord River, where cattle-breeding was carried on with considerable success, and at the time of the gold rush to Coolgardie offices were opened both at Perth and Fremantle. Upon the establishment of responsible government in 1891 Mr. Connor was elected to represent East Kimberley, and continued to sit for that constituency until 1905, when he was defeated by Mr. A. Male. In the year following he stood for North province in the Legislative Council and was returned, being re-elected unopposed in 1912.

The Honourable J. CORNELL, representative for South province in the Legislative Council, was born at Merrigig, Victoria, in December, 1873. In 1897 he came to Western Australia, and proceeding to the Ashburton, became identified with station pursuits for three years, later finding his way to Kalgoorlie. Mr. Cornell here turned his attention to mining on the Great Boulder claim, and during seven years played a leading part in matters concerning the Labour Union. He was elected the first President of the Eastern Goldfields District Council of the Australian Labour Federation, having previously filled the post of Secretary to this body for two years. He also served the ratepayers as a member of the Boulder Municipal Council for some considerable time. In 1912 he contested the seat for South province in the Legislative Council against Mr. C. R. Davies, and was returned by a substantial majority.

The Honourable JOSEPH FRANCIS CULLEN, M.L.C., journalist and proprietor of *The Great Southern Herald* (Katanning), was born at Hunter River, New South Wales, and educated at State schools and at Camden College, Sydney. In January, 1889, he was elected member of the New South Wales Legislative Assembly for the electorate of St. Leonard, and was twice re-elected. Mr. Cullen came to Western Australia in 1904, and after spending about two years on the eastern goldfields he bought *The Great Southern Herald* newspaper and settled in Katanning in 1906. A vacancy having occurred in the representation of the South-East province in the Legislative Council, Mr. Cullen contested

and won the seat. He takes an active part in the work of the Legis-



Bartleto, Perth.  
HON. JOSEPH FRANCIS CULLEN.

lature and continues the editorship and general management of his newspaper.

The Honourable FREDERICK DAVIS was born at Coventry, England, and came to Australia while still quite a youth. He was identified with the brick-laying trade in the various States of the Commonwealth, and in 1893 came to Western Australia, in the following year receiving election to the office of Secretary of the Perth Trades and Labour Council, which post he held from 1894 to 1899. He also acted as Secretary of the Eight-hours Demonstration Committee, and for a time was second in command of the Trades and Labour organ of that day, viz., *The Sunday Chronicle*. In 1900 he established *The Swan Express* at Midland Junction, and conducted that journal until 1909, when he took up land at Greenmount, and has since been engaged in orchard operations on this property. Mr. Davis was at one time connected with municipal life as a member of the Leederville Council.

The Honourable DOUGLAS GEORGE GAWLER, representing the Metropolitan-Suburban province in the Legislative Council, was born in South Australia on November 9,

1860. He is a son of Mr. Henry Gawler, of England, and a grandson of Lieutenant-Colonel George Gawler, K.H., Governor of South Australia from October, 1838, to May, 1841. He received his education at St. Peter's College, Adelaide, and subsequently became a student in the University of that city. He was admitted to the South Australian Bar in 1886, and coming to Western Australia in August of that year commenced practice as a barrister and solicitor in Perth and Fremantle. Mr. Gawler was first in partnership with the present Mr. Justice Burnside, and subsequently with Mr. A. B. Kidson, at the present time being associated with Messrs. A. S. Hardwick and J. C. Forman, the firm, known as Gawler, Hardwick, & Forman, having offices at Perth and Fremantle. Mr. Gawler was President of the National Political League, Fremantle, for five years, and in March, 1910, stood for the Metropolitan-Suburban province against Messrs. Larrad and F. Davis, being elected by a majority of over 500 votes. He accorded his support to the Divorce Amendment Bill, to the Compulsory Preferential Voting Act, and to the Local Court Act Amendment Bill, which latter measure he assisted to draft. On two occasions Mr. Gawler has visited



HON. DOUGLAS GEORGE GAWLER.

England, and he was an eyewitness at the Coronation celebrations of both His late Majesty King Edward VII. and the present King, George V. During the latter visit he was present at the House of Lords when the famous debate on the Veto Bill,

introduced by the Asquith Government, took place. He is a member of the Liberal Club and of the Royal Agricultural Society, and has been Chairman on several occasions of the Peppermint Grove Roads Board, of which he is a member. In the world of sport he is known as a member of the Western Australian Turf Club and of the Cottesloe Bowling Club. He was formerly connected with the old Fremantle Hunt Club, and was a playing member of the now defunct Perth Polo Club. He is also fond of rowing, and for twelve years was captain of the Fremantle Rowing Club. In 1893 Mr. Gawler married Eva Mary, daughter of Mr. R. N. Waldeck, of Fremantle, and has two sons and two daughters.

Sir JOHN WINTHROP HACKETT, M.A., LL.D., M.L.C., has represented South-West province in the Legislative Council for the past twenty-two years, having been first elected to the House in 1890. Since that time he has easily retained the seat, as recently as May, 1912, being returned unopposed. An extended reference to the great work performed by Sir Winthrop in the interests of his adopted country, particularly along those lines which tend to the intellectual improvement and physical recreation of the people, will be found in the section of this work devoted to the Press of Western Australia.

The Honourable VERNON HAMERSLEY, J.P., who represents the East province in the Legislative Council, was born at Guildford, Western Australia, on March 18, 1871, and is a son of the late Mr. Samuel Richard Hamersley, of "Lockridge," in that district. He was educated at the Guildford State School, under the late Mr. Stephen Gardiner, and also by private tuition under the Rev. Canon Sweeting, subsequently spending two years at Magdalen College School, Oxford. With the object of receiving instruction in the latest ideas and methods in agriculture, Mr. Hamersley entered the Downton Agricultural College, near Salisbury, England, where he specially applied himself to study the scientific management of land. In 1889 he returned to Western Australia and proceeded to the York district to commence farming opera-

tions under his father, who owned a property in that neighbourhood.



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HON. VERNON HAMERSLEY.

Many obstacles, however, intervened to prevent rapid progress in the industry. The work was very laborious and assistance was difficult to obtain, while the lack of local markets hampered the producer. Accordingly, when the rich gold discoveries created a furore which spread all over the States Mr. Hamersley temporarily abandoned his farming enterprise, and proceeding to the eastern goldfields spent a short time in prospecting. Perceiving at this juncture that the opportunity had arrived which promised prosperity to the agriculturist by the creation of fresh markets for his produce he returned to the scene of his former labours and steadily continued the development of the property. Upon the death of the late Mr. S. R. Hamersley the gentleman under review inherited the property at Toodyay, where he now resides, which was one of several taken up by his grandfather over half a century ago. It consists of 6,700 acres, of which over 3,000 acres have been cleared and are cropped on a three years' rotation. Mixed farming is successfully carried on, and the stock includes some 4,000 sheep, besides cattle and a few horses. Mr. Hamersley has concerned himself in the welfare of the district, having filled the post of Chairman in the local Roads Board and President of the Agricultural Society. He is connected with various agricultural

bodies, including the Royal Agricultural Society, and is an exhibitor at the annual shows held by these organizations. For some years he was a member of the Honorary Agricultural Advisory Board, until the resignation of that body upon the appointment of a Director to take charge of the Agricultural Department. He is Vice-President of the Pastoralists' Association, also acting-Chairman of Directors of the Western Australian Producers' Union and a Director of the Producers' Markets, Limited. Mr. Hamersley received his commission of Justice of the Peace by the Forrest Administration in 1900. His entry into political life took place in 1904, when he was returned for East province to the Legislative Council and has since retained this seat. A member of the Western Australian Turf Club, he is also President of the Newcastle Race Club and a member of the Weld, Toodyay, and Northam Clubs. In 1896 he married Clara, daughter of Mr. Joseph Hicks, of Gwambygine, York district, and has a son and two daughters.

The Honourable ARTHUR GEORGE JENKINS, representative for the Metropolitan province in the



HON. ARTHUR GEORGE JENKINS.

Legislative Council, is a Victorian, having been born at South Yarra, Melbourne, on February 12, 1868. He is a son of the late Sir G. H. Jenkins, C.M.G., of Victoria, and received his education at the Church of England Grammar School, Mel-

bourne, afterwards becoming a student at the University in that city. He studied for the legal profession and was admitted to the Victorian Bar in 1889, subsequently practising as a solicitor in that State for several years. In 1893 Mr. Jenkins came to Western Australia and proceeded to the goldfields, where he spent eight years in the practice of his profession. In 1897 he was elected to the mayoral chair of Coolgardie, holding office for a term, and in May, 1898, entered the Legislative Council as representative of the North-East province, in which Coolgardie was then included. Mr. Jenkins continued to occupy this seat for six years, but was defeated at the 1904 elections by the Honourable R. D. McKenzie, M.L.C. In 1908 he was returned to the Legislative Council by the electors of the Metropolitan province, and has since held the seat.

The Honourable WALTER KINGSMILL, B.A., member of the Legislative Council representing the Metropolitan province, was born at Glenelg, South Australia, on April 10, 1864. He is a son of Walter Davies Kingsmill, pastoralist, of Adelaide, and received his education at St. Peter's College and the University of Adelaide, in 1883 gaining the degree of B.A. at the last-mentioned institution. Subsequently he entered the Geological Department of the South Australian Government, where he remained three years, at the expiration of which time he engaged in mining pursuits both in South Australia and New South Wales. Tiring of the Eastern States he set sail for Western Australia, where he arrived in 1888, and immediately proceeded to the North-West goldfields, where mining and prospecting again claimed his attention for nine years, part of which time, however, he performed the duties pertaining to the position of Mining Registrar on the Pilbara fields. Resigning his post he held consecutively the management of the Stray Shot and Excelsior Mines and the Augusta and Talga-Talga Mines over a period of two years. During his residence in the goldfields Mr. Kingsmill devoted considerable time to the study of the requirements of the district, and in May, 1897, entered the lists as candidate for the Pilbara district in the House of Assembly. Being successful in the

contest he took up his residence in Perth. Four years from the time of his entry into the House Mr. Kingsmill was offered, and he accepted, the portfolio of Minister of Works in the first Leake Administration (1901), and in the second Ministry under the same leader he filled the office of Commissioner for Railways. On the death of Mr. George Leake the reins of government were assumed by Mr. (now Sir) Walter James, and Mr. Kingsmill took his place in the new team as Colonial Secretary and Minister for Education, and he has been Acting Premier on three occasions. In 1903, at the request of his colleagues, he resigned his seat in the Lower House in order to take over the leadership of the Upper Chamber, and successfully contested the seat for the Metropolitan-Suburban province in



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HON. WALTER KINGSMILL.

the Legislative Council rendered vacant by the departure for the Transvaal of Dr. Jameson. Subsequently he was Colonial Secretary in the Rason Government, and continued to hold office until the departure for England of Mr. Rason, whereupon he accepted his present post of Chairman of Committees in the Legislative Council. In April, 1910, Mr. Kingsmill resigned his seat in the Council, and at the ensuing Federal elections unsuccessfully contested a seat in the Senate on behalf of the Liberal Party. In the following month he was re-elected to the Legislative Council as representative for the Metropolitan province. He is a member of the

University Extension Committee and of the King's Park Board, President of the Lawn Tennis Association of Western Australia, Vice-President of the Western Australian Cricket Association, and Patron of numerous athletic bodies. During the absence in 1911 of Dr. Hackett he acted as President of the Zoological and Acclimatization Society, of which he is a Trustee. Mr. Kingsmill, who resides at Hay Street, East Perth, married in 1899 Mary Agatha, daughter of the late Mr. P. H. Fanning, of "Balclutha," Alphington, Victoria.

The Honourable JOHN WATERS KIRWAN, J.P., M.L.C., is a member of a well-known West of Ireland family. He is the second son of the late Nicholas John Kirwan, of Sandymount House, County Galway, and was born on December 2, 1869. In early life he did some literary work for the London and Dublin Press and in the early nineties came to Australia. He spent a couple of years in the Eastern States, where he was engaged in writing for Brisbane, Melbourne, and South Australian papers, and also visited New Zealand on a journalistic mission. In 1895, attracted by reports of the Coolgardie gold discoveries, he came to Western Australia, where he entered into partnership at Kalgoorlie with Messrs. Hocking Brothers, proprietors of *The Western Argus* weekly and the then newly-launched *Kalgoorlie Miner* daily. He took editorial control of both papers, which were then in their infancy and had but a very small circulation. Mr. Kirwan piloted these journals through the strenuous years that followed, during which they were subjected to the keen competition of several rival papers. Finally, *The Kalgoorlie Miner* became the only morning daily published on the goldfields, and as such wielded a vast political power. When federation was accomplished a very largely signed and influential requisition was presented to Mr. Kirwan in February, 1901, asking him to become a candidate for the Kalgoorlie seat in the House of Representatives at the first Federal elections. He complied with the request, and was returned by a majority of over 2,300 votes. In the Commonwealth Parliament he was a member of the Opposition which was

led by Mr. (now Sir) George Reid, the present High Commissioner of the Commonwealth. Mr. Kirwan participated in the hard fight against high protective duties, a fight that was the most striking feature of the prolonged first session. He was Deputy-Chairman of Committees and a member of the Royal Commission on Iron Bonuses. Kalgoorlie being an exceedingly strong Labour constituency, Mr. Kirwan at the second Federal elections was defeated by the Labour nominee, Mr. C. E. Frazer, the present Postmaster-General. Shortly afterwards Mr. Kirwan paid a prolonged visit to Europe. He travelled extensively in the British Isles and also in Germany, France, and Norway. Returning to Kalgoorlie about the end of 1905, Mr. Kirwan resumed, as managing editor, complete literary control of *The Kalgoorlie Miner* and *Western Argus*. Though on several occasions invited to stand for the Federal and State Parliaments it was not until May, 1908, that in response to a requisition he became a candidate for the South province in the Legislative Council. He was returned by a substantial majority, defeating the Labour candidate, Mr. J. E. Dodd, who is now Honorary Minister in the present Cabinet. In the State Parliament Mr. Kirwan has always favoured decentralization and the peopling of the vacant spaces of the south, east, and northern districts. In consequence of the Redistribution of Seats Act and for other reasons he opposed the return to power of the Wilson Government, and during the general elections of October, 1911, he urged the electors, through *The Kalgoorlie Miner*, to vote against the Ministerial candidates. In 1909, with Dr. (now Sir) J. W. Hackett, Mr. Kirwan represented the Western Australian daily Press at the Imperial Press Conference in London. Mr. Kirwan, in the company of seven Australian and four New Zealand delegates, travelled through Canada *en route* to the Conference. The party met with a most hospitable reception in the Dominion. At Ottawa they were the guests of the Dominion Government and the Governor-General, Earl Grey. During the trip across Canada Mr. Kirwan was Hon. Secretary to the party and the late Mr. (afterwards Sir) Robert Kyffin Thomas was Chairman. In London, subsequently, both these gentlemen were requested

to fill the same relative positions for the whole overseas Press contingent, which included representatives from India, South Africa, Canada, and all parts of the Empire. The meetings of the Conference in London and the series of lavish entertainments provided for the delegates throughout England and Scotland are fully dealt with in the book entitled "A Parliament of the Press," to which Mr. Kirwan contributed the chapter describing the Canadian tour. From time to time signed articles from the pen of Mr. Kirwan have appeared in *The Nineteenth Century*, *Empire Review*, *Review of Reviews* for Australasia, etc., dealing chiefly with Imperial and Australasian subjects. He takes a very deep interest in Federal and State politics. In Parliament and through the papers which he controls



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HON. JOHN WATERS KIRWAN.

he assumes a definite stand on most public questions. This is more especially the case during Federal and State elections, and when alterations of the Federal constitution have been submitted to the votes of the people. He always takes the broad rather than the parochial view, and is ever ready to encourage naval and military defence, the construction of east-and-west and north-and-south transcontinental railways, also a vigorous policy of immigration and the development of Australia's great natural resources. In February, 1912, Mr. Kirwan was appointed one of the members of the first Senate of the University of Western Australia.

The Honourable ROBERT JOHN LYNN, J.P., Fremantle, is a son of the late Mr. Richard Lynn, of Stockton, New South Wales, where he was born on March 14, 1873. He received his education in his native place and in the neighbouring town of Newcastle, where he attended the Superior School, leaving at the age of sixteen to begin his commercial career. He was first identified with the firm of Hall & Sons, wholesale merchants, of Newcastle and Sydney, and after occupying various positions rose to the post of chief salesman, from which he retired after spending eight years in the service. In 1896 he came to Western Australia and followed the gold rush to Coolgardie, but after a year's unsuccessful prospecting returned to the coast and settled at Fremantle. Here he opened in a modest way in the shipping trade and has gradually extended his business operations until in 1906 he floated the company of R. J. Lynn Limited, which is well known in commercial circles as a prosperous and reliable concern. Mr. Lynn retains the position of Chairman of Directors of the firm, which is largely interested in the Collie coalfields. Among the various public positions occupied by the gentleman under review is that of Chairman of the Fremantle Municipal Tramways Board, and he enjoys the distinction of being the only member who has sat continuously since the inception of the Board, which changes its personnel every two years. For seven years he was a councillor of the Fremantle municipality, and retired upon effluxion of time, not seeking re-election owing to the multifarious duties which made their pressure felt on every side. Upon the death of the late Hon. James Price, Minister for Works, he was the selected Ministerial candidate for the Legislative Assembly, but withdrew from the contest for a similar reason. In May, 1912, Mr. Lynn was a candidate for the West Province seat in the Legislative Council, to which he was returned in the Liberal interest after a spirited battle with his two opponents. He married in 1902 Ada, daughter of the late Mr. William Turton, of Rotherham, England, and has a son and a daughter.

The Honourable CUTHBERT MCKENZIE, J.P., representative for the South-East province in the

Legislative Council, is a native of this State, having been born at Albany on April 12, 1851. His father was the late Mr. Hugh McKenzie, master mariner, who came to the above port in 1840, and at the close of his education young McKenzie elected to follow in his parent's footsteps. For nearly twenty years he was engaged in seafaring pursuits, being concerned in the coastal trade and in various whaling enterprises, but in 1881 he abandoned this means of livelihood and settled down in his old home at Albany. During the thirty years that he carried on business at the southern port Mr. McKenzie was distinguished for his public spirit, and served for nine years as a member of the local Municipal Council, for seven years occupying the mayoral chair. He has been a member of the Albany School Board for the past six years, and was appointed by the Forrest Government to a Commission of the Peace for the whole of the State during Sir Gerald Smith's term as Governor. In 1910 he came before the electors as a candidate for the suffrages of the South-East province and was returned as a member of the Legislative Council by a satisfactory majority. As a supporter of charitable movements



HON. CUTHBERT MCKENZIE.

Mr. McKenzie is well known in his district, and he also advocates a hearty enthusiasm in all manly outdoor sports. In 1881 he married Grace Cheyne, daughter of Mr. Andrew Moir, of Cape Riche, Western Australia, and has three sons and three daughters.

The Honourable ROBERT DONALD MCKENZIE, M.L.C., was born at Maldon, Victoria, in 1865, his father, the late Mr. Hugh McKenzie, J.P., being a prominent merchant and mining investor. Mr. McKenzie was educated at St. Paul's Grammar School, Melbourne, which then stood on the site of the present Anglican Cathedral. The old school is now known as St. James', being attached to the church of that name in William Street. In 1882 Mr. McKenzie was apprenticed to the firm of Briscoe & Co., hardware merchants, where he received a thorough grounding in all commercial pursuits. After five years' service he undertook the management of a firm in Goulburn Valley, a position he occupied for the next four years. At that time the rich gold discoveries in this State were attracting universal attention, and in 1892 Mr. McKenzie decided to try his fortunes in the Golden West. Upon arrival at Fremantle he joined the firm of Symon, Hubble, & Hammond, general merchants, and remained in their service for a year till he accepted the position of travelling representative for Mr. J. M. Ferguson, now J. M. Ferguson Limited. In this connection it is interesting to note that he was the first commercial traveller to visit Hannans (now Kalgoorlie). On the occasion of his first visit there were 4,000 men under canvas working on "the alluvials," and there was not a sheet of iron on the field. There were no police, yet the community was orderly in every respect. Mr. McKenzie was so much impressed with the future possibilities of Kalgoorlie that he decided to start business on his own account, and in 1894 founded the firm that is now a limited liability company, and of which he is Managing Director. At the first Kalgoorlie municipal elections in 1895 he was returned at the head of the poll, and in 1897 was elected third Mayor of the municipality. In the same year he was appointed a member of a Royal Commission to inquire into the mining industry. This body consisted of twelve members, Sir Edward Wittenoom being the first chairman. Their labours continued for over a year, during which period Mr. McKenzie visited all the State's principal mining centres. He also acted on the Royal Commission appointed to inquire into the Boulder Deep Levels and what was known as

the Boulder Perseverance scandal. In 1898 he was elected first President of the Kalgoorlie Chamber of Commerce, a position he still occupies. Deciding to enter the Parliamentary arena Mr. McKenzie contested the seat for the North-East



HON. ROBERT DONALD MCKENZIE.

province of the Legislative Council in 1904, defeating the sitting member, Mr. Jenkins, by a substantial majority. Six years later he was re-elected for the same seat, his opponent losing his deposit. In September, 1910, he joined the Wilson Government as Honorary Minister. In addition to his own firm Mr. McKenzie is largely interested in other commercial pursuits, including mining. He is Chairman of Directors for the Kalgoorlie Brewing and Ice Company and has recently taken up 4,000 acres of land on the Upper Blackwood River, which he is stocking with sheep, besides devoting a portion of his estate to fruit culture. In 1898 he received a commission of Justice of the Peace. Three years previously he married Emma Mary, daughter of the late Mr. James Widgery, of Sydney, and has issue three sons and a daughter.

The Honourable EDWARD MCLARTY, who represents the South-Western province in the Legislative Council, was born in 1848 at Pinjarra, in that portion of the State where his constituency lies. His name is well known in the dis-

trict, his father, the late John McLarty, of Campbelltown, Scotland, who arrived in Western Australia in the year 1839, being one of the earliest settlers there, and here the gentleman under review received his education. At the close



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HON. EDWARD McLARTY.

of his schooldays he became closely associated with pastoral and agricultural pursuits on his father's property, "Blythewood," at Pinjarra, and continued in this connection until eighteen years of age. He then accepted the management of a pastoral run at Mandurah, which he retained for about eight years. In 1882 he took advantage of the opening presented to graziers by the rise of the Kimberley district, and was one of the leading promoters of the first company formed to carry on pastoral operations in the promising Derby country. A million acres were leased from the Crown and the development begun of one of the largest cattle stations in the State, which, under the control of Mr. William G. McLarty, proved a thoroughly payable proposition. Meanwhile the subject of this notice had acquired his present property at Pinjarra, consisting of about 16,000 acres of freehold and Crown land, and at the same time personally entered upon its development, to which he has directed his attention ever since. The chief industry carried on is the breeding of cattle, sheep, and horses, and Mr. McLarty has been a very successful exhibitor at the local shows, in connection

with which he holds many premier awards for crossbred Leicester and merino sheep, Shorthorn cattle bred from pedigreed bulls, and draught horses of a useful type for farm use. One of the keenest judges of fat cattle in the State, for fifteen years consecutively he acted as adjudicator at these and similar functions throughout the metropolitan and country districts. He is Vice-President of the Pastoralists' Association of Western Australia and is a member of the Royal and various other Agricultural Societies. He also fills the position of President of the local Agricultural Society, and for many years was President of the Farmers' Progress Association. For a lengthy period he has been a member of the Advisory Board of Agriculture, and in the deliberations of this body his opinions always carried great weight. Mr. McLarty is a Justice of the Peace for the whole of the State, and for the past thirty-seven years has occupied a seat on the Murray Roads Board, frequently being elected Chairman of that body. In 1894 he was returned to the first elective Legislative Council as representative for the South-Western province, and on every occasion ensuing has been re-elected either unopposed or by a very large majority. He was a keen supporter of Sir John Forrest's Goldfields Water Scheme, which has proved of so great a benefit to the mining districts, and has always been an active promoter of railway extension. He married Mary Jane, daughter of the late Sub-Inspector Campbell, of Perth, and has six sons and a daughter.

The Honourable MATTHEW LOUIS MOSS, K.C., who represents the West province in the Legislative Council, is a son of the late Mr. Joseph Moss, of Dunedin, New Zealand, and was born at that city on December 1, 1863. He was educated at various public schools and when fifteen years of age entered the office of the late Mr. J. B. Lewis, solicitor, of Dunedin, under whom he served his articles to the legal profession, and was admitted to the Bar on December 20, 1885. He came to Western Australia in September, 1891, and entered into practice at Fremantle, at a later date opening offices at Perth. He first entered Parliament in 1895 as member for North Fremantle in the Legislative Assembly,

but when the constituency was divided in 1897 suffered defeat by six votes at the hands of Mr. J. J. Holmes. In 1900 he opposed Mr. D. K. Congdon for the West province in the Upper House and was returned. He was an active promoter of many measures which are now on the Statute Book of the State. He has held office in three Governments, *viz.*, Colonial Secretary in the Morgans Ministry, Honorary Minister in the James Government, and Attorney-General in the Rason Administration. He has devoted a portion of his time to municipal affairs, and occupied the post of Mayor of East Fremantle for a term of three years. His recreation consists chiefly of golf and yachting. In 1895 he married Miss Katherine Lyons Moss, B.A., of New Zealand University, and has two sons.

The Honourable BARTHOLOMEW CORNELIUS O'BRIEN, member of the Legislative Council for the Central province, was born at Ballarat, Victoria, in 1868, and educated at the Christian Brothers' College in that town. At the close of his schooldays he turned his attention to stock-



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HON. BARTHOLOMEW CORNELIUS O'BRIEN.

droving, and was engaged in this capacity in various parts of the Commonwealth until 1893, in which year he came to Western Australia. Proceeding to the Kimberley district, he found employment with Messrs. Emanuel Brothers for twelve months,



at the end of which time he visited the Murchison goldfields and was engaged in the mining industry at Cue and in prospecting work with varying success during the latter part of 1894. In February of the following year he entered into business as the proprietor of the Great Britain Hotel, Cue, and continued as boniface of that hotel until 1903, when he disposed of his interest, and coming to Perth three years later secured the freehold of the Court Hotel, Beaufort Street, where he is still to be found. While at Cue he evinced a keen interest in municipal affairs, and in 1896 received election to the Municipal Council. Next year he was elevated to the mayoral chair, which he continued to occupy for the ensuing three years. In the performance of the many official functions of his office he laid the foundation-stone in connection with the construction of the Cue Water Supply scheme and planted the first tree in the township, the beauty of which has been considerably added to by the introduction of a number of plantations. He took an active part in furthering the mining interests of the district, and his name is intimately connected with the development of this important industry. Sporting affairs did not escape his attention, and he was on the Committee of the Racing Club which organized the first meeting held at Cue in March, 1894. Mr. O'Brien's Parliamentary career opened in June, 1901, when he was returned to the Legislative Council as representative for the Central province, and to him has fallen the unique distinction of having been the first Labour member elected to the Western Australian Parliament. He retained his seat for three and a half years, but was afterwards defeated by Mr. William Patrick, from whom he won back his constituency three years later and has held it ever since. His opponent on the last occasion was Mr. Carson, and the polling resulted in an equal number of votes being cast for each candidate, but Mr. O'Brien was returned on the casting vote of the Chairman, Mr. Raymond Gee, Chief Electoral Officer for the Province. A petition was immediately lodged by Mr. Carson and ultimately brought before Sir Henry Parker, Chief Justice, who ordered a recount, at which sixteen additional votes were recorded, but as these were equally divided between the

candidates a deadheat still remained. The Chief Justice then had no alternative but to endorse the verdict of the Returning-Officer and declare Mr. O'Brien as the elected of the people. Local sporting clubs find in Mr. O'Brien a warm supporter, and he has acted as Steward and Stipendiary Steward to the Proprietary Clubs for some considerable time. He is a prominent figure in football circles and a member of the Appeal Board in connection with the pastime, is an active member of the Licensed Victuallers' Association, of which body he is now President, Chief Ranger in the Irish National Foresters, and a member of the Hibernian Society, in the Cue Branch of which he took a prominent part. Mr. O'Brien married in 1894 Eliza Blanche, only daughter of the late Mr. John Dawson, of Sheffield, England, and has two sons and a daughter.

The Honourable WILLIAM PATRICK, who represents the Central Province in the Legislative Council, was born at Renfrewshire on February 10, 1845. He received his education at Lochwinnoch and Glasgow, and was destined for the legal profession, but after pursuing his law studies for some considerable time abandoned this career and entered upon commercial life in Glasgow. In 1881 he emigrated to South Australia and opened as a merchant and auctioneer at Kapunda, where he continued until 1897, when he came to Western Australia and was associated in business for seven years with his brother, Mr. David Patrick, at Cue and Day Dawn. Before leaving the Central State Mr. Patrick unsuccessfully contested the North-Eastern district for the Legislative Council, and after his arrival in Western Australia was defeated by the late Mr. Illingworth in the contest for the Cue district. He was first elected as member for the Central province in 1904, and in 1910 was again returned to the seat, which he still holds. Mr. Patrick was formerly associated with the Cue Municipal Council, from which he resigned in 1902. He married in 1873, and has three sons and three daughters.

The Honourable RICHARD WILLIAM PENNEFATHER, B.A., LL.B., representing North province

in the Legislative Council, is a son of the late Mr. Frederick Pennefather, of Holy Cross Abbey, and was born at Tipperary, Ireland, on July 16, 1851. When quite young he was brought to Australia and placed under private tuition at Melbourne, where he afterwards attended the scholastic academy known as St. Patrick's. He took the degrees of B.A. and LL.B. at the University of Melbourne in 1876, and having completed his legal course was called to the Bar and practised in Victoria for about ten years. After spending two years in practice at Sydney he resumed his old legal connection in Melbourne, having also been admitted to the Bar in Queensland, where, however, he did not practise. While resident in Victoria he was appointed Commissioner to take evidence in the great patent case which determined the legal rights of the McArthur-Forrest Company to the extraction of ore by means of cyanide of potassium, this action having been brought in the Transvaal in the days of the Dutch Republic. In all Mr. Pennefather practised for fifteen years in his profession in Vic-



Buvelto, Perth.  
HON. RICHARD WILLIAM PENNEFATHER.

toria, and whether as an advocate in the Criminal Court, as counsel in the Civil Courts, as a cross-examiner in involved Equity suits, or in reducing complicated issues he was apt in turning his knowledge of legal lore to the benefit of his clients. In 1896 he came to Western Australia and spent the enforced six months of residence before he could be qualified for admission to the Bar in

travelling over the country to make himself the better acquainted with its resources, devoting special attention to the auriferous areas. Returning to Perth he established himself in professional practice in partnership with Mr. John Horgan, a well-known member of the legal fraternity in Perth. In the following year Mr. Pennefather turned his attention to Parliamentary matters, and at the general elections for the House of Assembly in 1897 was returned as representative for the Greenough constituency. Upon the retirement of Mr. S. Burt, Q.C., from the Forrest Administration in October of the same year he received the portfolio of Attorney-General, which he continued to hold until 1901. In that year he was appointed Q.C., and having resigned his seat assumed the office of Acting-Judge of the Supreme Court during the absence on leave of the Chief Justice. In 1902 he resumed practice at the Bar and continued for three years, at the end of which period he again entered the arena of public life, being returned by the electors of North province to represent their interests in the Legislative Council. In 1909 he was elected Chairman of the Royal Commission appointed to inquire into the meat question. Mr. Pennefather married a daughter of the late Mr. William Fullager, Parramatta, New South Wales, and has a daughter.

The Honourable CHARLES AUSTIN PIESSE is the second son of the late William Roper Piesse, of Toodyay, and was born at Northam on November 11, 1855. He received his education at the public schools of Guildford and Northam and was engaged in the pearling industry at Shark Bay during 1872-3. He afterwards settled down to agricultural pursuits until 1880, when, in conjunction with his brother, the Hon. F. H. Piesse, C.M.G., he established at Williams the mercantile firm of F. & C. Piesse, which was successfully carried on for twenty-four years, during which time branches were opened at Perth, Katanning, and Wagin. Mr. Piesse severed his connection with the firm in 1903, but continued in business at Wagin as C. A. Piesse & Sons, combining with his mercantile enterprise the work of agricultural development, and was successful in founding the fine agricultural and pastoral estates of Arthur River (now owned

and managed by his three sons) and Tillellan. Mr. Piesse has been prominent in public matters in the neighbourhood, and for many years occupied the office of Chairman of the Arthur Roads Board, subsequently acting in a similar capacity at Wagin, of which town he was first



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Mayor. In June, 1894, at the first elections held in connection with the Legislative Council, he was returned to represent South-East province, and has since been re-elected unopposed (1896-1902-8). He was Honorary Minister in the Moore Government (1906-7). With his brother, the Hon. F. H. Piesse, he was largely instrumental during the Forrest regime in bringing about the purchase by the Government of the Great Southern Railway, together with the 3,000,000 acres of land held by the Company, the settlement of which has since been successfully consummated. Mr. Piesse has been twice married, his first wife being a daughter of the late Mr. Thomas Chipper, of Kojonup, Western Australia, the issue being three sons and six daughters. He married for the second time a daughter of the late Mr. John Hickson, of Port Pirie, South Australia, by whom he has a daughter.

The Honourable ARCHIBALD SANDERSON, barrister of the Inner Temple, London, who represents the Metropolitan-Suburban province in the Legislative Council, was born at Brie Brie, Glen

Thompson, Victoria, in 1870. He was educated at Haileybury and Oxford University, where he graduated with honours in modern history in 1892. From 1892 to 1894 he was associated with journalistic work in New Zealand, and during two sessions occupied the post of Parliamentary reporter for *The Christchurch Press*, afterwards taking over the editorial duties on behalf of a Wellington paper. In 1894 Mr. Sanderson came to Western Australia, and with camera and notebook cycled through the Coolgardie goldfields in the capacity of special correspondent of *The Christchurch Press* and *The New Zealand Times*. In the following year Mr. Sanderson was assistant-master at the Perth High School for a few months, and on the foundation of the *Perth Morning Herald* he joined the staff of this paper as leader-writer and assistant-editor, and remained here until 1899. He then paid a visit to England and France, and upon his return to Western Australia was appointed editor of *The Daily News*. Three years later he returned to London, and in 1906 was called to the Bar, coming out to Western Australia during the course of that year. In 1912 he was the successful candidate for the Metropolitan-Suburban province in the Legislative Council in the interests of the Liberal Party. Mr. Sanderson has been President of the Liberal Club since its inception in 1911.

The Honourable CHARLES SOMMERS, who represents the Metropolitan province in the Legislative Council, was born at Geelong, Victoria, in 1862. He received his education at the Church of England Grammar School, Geelong, and at its close turned his attention to farming and pastoral pursuits for several years. Mr. Sommers came to Western Australia early in 1894, and was concerned in certain mining ventures, being particularly successful in developing the New Victoria Mine, near Coolgardie. In 1896 he took up his residence at Coolgardie, and later acquired a large farming property in the south-west portion of the State. When only twenty-one Mr. Sommers became a member of the Traralgon Shire Council, Victoria, and in 1887 he was elected to a seat on the Geelong Town Council. He held the office of Mayor of Coolgardie for a couple of terms, on the second occasion being returned un-

opposed, and during his period of office was elected by a very large majority to represent the interests of the North-East province in the Legislative Council. Upon the resignation of the Throssell Administration in 1901 Mr. Sommers was appointed Minister for Lands in the Leake Government, and representative of the Government in the Legislative Council. In 1906 he was returned by a large majority to represent the Metropolitan province, succeeding the late Sir George Shenton.

The Honourable T. H. WILDING, member of the Legislative Council, representing East province, is a native of Western Australia, having been born at Northam in 1868. His father was one of the first licensed victuallers in the eastern districts of the State, and opened the Avon Bridge Hotel in the late fifties. The subject of this notice is a well-known pastoralist, and is owner of the Mokine Estate near Northam, referred to elsewhere in this work. He takes a live interest in the affairs of the district, and was elected to the Legislative Council in May, 1908,



Bartletto, Perth.  
HON. T. H. WILDING.

defeating his opponent by a sound majority. Mr. Wilding is a prominent member of the Northam Agricultural Society, in which he has

THOMAS FREDERICK OUTRIDGE BRIMAGE, J.P., is a son of the late Captain Thomas Brimage,

filled the office of President, and is also a member of the Royal Agricultural Society and the Northam Race Club.

The Honourable Sir EDWARD HORNE WITTENOOM, K.C.M.G., was born at Fremantle in 1854 and at the age of fifteen entered upon pastoral pursuits on the Bowes Station, the property of the late Mr. T. Burges. Five years later, in conjunction with his brother, Mr. F. Wittenoom, he secured the lease of a large station in the outlying parts of the Murchison district, known as Yuin, and upon this run, which comprised 300,000 acres, they commenced operations on their own behalf. After conducting this successfully for three years, they acquired a lease of the Bowes Station, Northampton, and, jointly with the latter, opened up the Murgoo, Boolardy, and Nookawarra runs. Bowes Station, which was managed by Mr. E. H. Wittenoom while his brother supervised the northern properties, carried 25,000 sheep, besides cattle and horses. In 1881 Mr. E. H. Wittenoom purchased White Peak Station and here he established a stud sheep farm, founded with merinos of the noted strain owned by Mr. A. B. Murray, of South Australia. In 1886 the Messrs. Wittenoom opened a stock and station agency in Geraldton, and six years later large business premises were erected on Marine Terrace in that town. Eventually the business was sold and the gentleman under review retired from active pastoral pursuits and severed his connection with the commercial world. Before attaining the age of thirty, Mr. Wittenoom began his long political career, being elected member for the Geraldton district in 1883. He resigned his seat in the same year, but was re-elected in 1884. In 1886 the pressure of private business caused him again to retire, and it was not until 1894 that he once more assumed Parliamentary duties. In July of that year he was elected by the Central province to a seat in the Legislative Council under responsible government, and in the following December accepted a port-

PAST MEMBERS.

who in his lifetime was widely known as harbourmaster at Port Pirie, an important shipping centre of the Cen-

tral State. He was born in London on July 23, 1866, and was a resident of the "big smoke" until 1875, in



Bartletto, Perth.  
HON. SIR EDWARD HORNE WITTENOOM.

for Western Australia. During his three-years' term of office in this capacity he was distinguished by being the last of his order to be personally invested with the honour of knighthood by Her late Majesty Queen Victoria, the ceremony taking place at Osborne. In 1901 Sir Edward returned to Western Australia and entered upon the duties of Managing Director for the local branch of Dalgety & Co., Limited. Two years later he was returned by the electors of North province to the Legislative Council, but resigned in 1906 in order to contest a seat in the Federal Senate, in which he was unsuccessful. In 1909 Sir Edward was again chosen by North province to represent its interests in the local Council, and this seat he has retained ever since. Sir Edward is Chairman of the local Board of Directors of Millars' Karri and Jarrah Company, Limited, Dalgety's, the Bovril Australian Estates, and is a Director of the Western Australia Bank.

which year he came to Australia with his parents, the family settling down in South Australia. Here young Brimage entered the engineering branch of the South Australian railways as apprentice, and having completed his course at the



Bartlett. Perth.  
MR. THOMAS F. O. BRIMAGE.

Islington Workshops he was retained as a mechanical draughtsman, the duties of which office he continued to fulfil until 1894, in which year he retired from the service and came to Western Australia, where it was destined that he should play a leading rôle in opening up the vast resources of the State which previously had been lying dormant from lack of commercial enterprise. Turning his attention to the mining industry, then attracting universal notice, he accepted a position on Bayley's Mine at Coolgardie, but soon after launched out in business for himself as a consulting engineer, and in the early days of the opening up of this rich auriferous area purchased many valuable leases as representative of a wealthy London syndicate. He became General Manager of the Hannan's Great Northern Mine and acted as consulting engineer to a number of important companies operating on the Kalgoorlie fields. Among the many valuable claims which he pegged out and purchased were the Boulder North Extended, Boulder Nor'-West, Hannan's East, and Pirie Gold Mine, and two leases of the Hesperus Gold Mine. In the heyday of the eastern mining fields Mr. Brimage was chairman of the East

Coolgardie Roads Board, Vice-President of the Mine Managers' Institute of Western Australia, and one of the Directors of the Kalgoorlie Prospecting Gold-mining Company. It is perhaps as a member of the Stock Exchange that Mr. Brimage is best known, for he is the oldest established stockbroker in Western Australia and holds a seat on the Perth Stock Exchange. It was in 1895 that he began business in Kalgoorlie as a land agent and share-broker, and five years later Mr. Brimage extended the scope of his operations to Perth, where he soon took a foremost place among the big dealers of the day, and by his un-failing courtesy, genial disposition, and unwavering business integrity gathered round him a large circle of influential friends and acquaintances. His great popularity was evidenced in a striking manner when he aspired to political honours, as on the first occasion on which he contested a seat in the Legislative Council he was returned at the head of the poll. For six years Mr. Brimage continued to represent the South province in the Legislative Council, but in 1906 he successfully contested the North-Eastern province, where most of his large and varied commercial interests are centred. At the elections held in May, 1912, he was a candidate for the East province, but was defeated by the present member. He received a commission of Justice of the Peace for Western Australia in 1900. Mr. Brimage is a warm supporter of all forms of outdoor recreation, and his name is associated with innumerable athletic bodies throughout the State. His marriage was celebrated in 1896, when he espoused Marie Louise, daughter of Mr. Lawrence Reynolds, a retired Imperial officer now resident in Tasmania. He has issue two sons and two daughters.

JAMES ALFRED DOLAND, who for a brief period represented the Metropolitan-Suburban district in the Legislative Council, was born at Albury, New South Wales, on April 26, 1880. In 1899 he came to Western Australia and settled at Bunbury for about two years. Later he established himself as a tailor in Perth, and now carries on business in partnership with Mr. M. Key at Baird's Arcade. His connection with the Labour movement began in New South

Wales, and in 1900 he became a member of the Tailors' Society in this State, since which date he has filled the position of President and all other important offices of the Society. He was appointed by this organization to appear on its behalf before the Arbitration Court in 1907 and was very successful in his presentation of the Society's case before the tribunal. In 1907 he was elected to the honorary post of Secretary of the Political Labour Council in Perth, and held that position for two years, being also President of the Council for some considerable time and Treasurer of the same body. In 1911 he was selected to contest the Metropolitan-Suburban Province in the Legislative Council, and was returned, holding the seat until May, 1912, when he was defeated by Mr. A. Sanderson. Mr. Doland is a live member of the Australian Natives' Association, and in the past has occupied the position of President of the Perth Branch of that Association, of which he is now, by election, senior Vice-President of the Board of Directors.

The Honourable SAMUEL JOHNSON HAYNES, barrister and solicitor and notary public.



HON. SAMUEL JOHNSON HAYNES.

Albany, was born at Leek, Staffordshire, England, on March 22, 1852, being a son of Mr. George Haynes, merchant, who arrived in Victoria in the year 1854 and subsequently became the first Mayor of Port Fairy in that State, where he now lives in retirement. The gentleman under

review received elementary instruction in Victoria, supplemented by advanced tuition at the grammar school in his native town. He turned his attention to the study of law for a time, but after passing some of the preliminary examinations in England relinquished this aim on his return to Australia and entered into commercial pursuits in the Western district of Victoria. At a later period he went to South Australia and was articled to Mr. W. H. Wadey, solicitor, of Adelaide, with whom he completed his legal studies and was admitted to the Bar in 1886. After practising for a short period in the Central State, in 1887 Mr. Haynes came to Western Australia, and having spent the prescribed six months of probation in the office of Messrs. Stone & Burt, of Perth, was called to the Western Australian Bar. Prior to this event he purchased the practice of Mr. Hare in Albany, and upon attaining his right to practise in the State, took up his residence at the southern seaport, and has continued in the active exercise of his profession there for a quarter of a century. After a time Mr. Haynes was joined in partnership by Mr. R. T. Robinson, now of Perth, who is still associated with the Albany business, and at a subsequent period, upon the opening of a branch in Perth, Mr. C. B. Cox was admitted as a partner, the firm now carrying on under the style of Haynes, Robinson, & Cox. Mr. Haynes has given a portion of his time and attention to public life, and in 1894 was elected a member of the Legislative Council, in the first elective chamber, as representative for South-East province, and on two subsequent occasions was returned unopposed. In 1910, after sixteen years of service, in spite of pressure brought to bear to induce him to reconsider his decision, he retired from Parliamentary life, and upon this occasion was the recipient of a very flattering illustrated address, signed by the Premier, the President of the Legislative Council, members of the Upper House, and representatives of the leading public bodies and electors of South-East province. For some years Mr. Haynes occupied the office of Vice-Consul for Sweden and Norway, and upon the political separation of these countries was appointed, and still continues, Vice-Consul for Sweden. He is Chancellor of the Diocese of Bunbury, having been appointed to that office on the formation of the See, and is a Fellow

of the Institute of Incorporated Accountants of Australia. He is a supporter of all forms of clean manly sport, and has been President of the local Golf Club since its foundation in 1901, occupying the same office for three years in connection with the Albany Bowling Club. He has also been President of the Albany Turf Club, and has held office in many other organizations, including the Albany Club, of which he was one of the founders, and is now Vice-President. He is a member of the Weld Club, Perth. Mr. Haynes married in 1897 Isabella, daughter of the late Mr. Francis Cole, one of the pastoral pioneers of the Western district of Victoria, who resided at Woodlands, near Camperdown, and has one surviving son.

**JOSEPH WOOD LANGSFORD**, who represented the Metropolitan-Suburban district in the Legislative Council, was born at Norwood, South Australia, in 1865. He received his education under Mr. Frederic Chapple, B.A., B.Sc., at Prince Alfred College, Adelaide, and at the conclusion of his scholastic career in 1878 joined the Australian Mutual Provident Society, in the service of which he remained for six years. In 1884 the Western Australian Branch of the Society was opened, and Mr. Langsford was appointed to the post of Accountant at Perth. In 1896 he resigned from the Society and entered into business for himself as accountant and mortgage and investment broker at New Zealand Chambers, St. George's Terrace, Perth, where he still continues. Mr. Langsford was first returned as a member of the Legislative Council in 1904, when he was elected to fill the seat formerly held by the late W. G. Brookman. In the ensuing elections (1906) he was again returned for the same constituency, which he continued to represent until the latter half of the year 1911, when he resigned the seat to become a candidate for the Claremont district in the House of Assembly, but without success. In educational matters he has always evinced a deep interest, and for some time he was Chairman of the Perth Board of Education. He was for two years (1900-1) Mayor of Claremont, and was also a member of the old Roads Board of that township. Mr. Langsford has always been a strong supporter of all legislation

concerning local governing bodies, and took an active part in furthering the interests of the district he so ably represented. He was appointed a Justice of the Peace in 1899, is a Trustee of the Karrakatta Cemetery, and Treasurer of the Methodist Ladies' College (an office which en-



*Bartletta,*

*Perth.*

MR. JOSEPH WOOD LANGSFORD.

titles him to a seat on all the Committees of the Church, and Superintendent of the Sunday-school at Claremont. Mr. Langsford is a staunch supporter of the Methodist Church, and was chosen to represent that body at the Conference held in Auckland, New Zealand, in 1897. Married in 1889 to Agnes, daughter of the late Mr. Mark Read, of Perth, his family consists of four sons and one daughter.

**WARREN MARWICK**, who represented the East province in the Legislative Council from 1910 to May, 1912, is a native of Western Australia, he having been born at York in August, 1869. His father, Mr. William Marwick, of Wisbech, Cambridgeshire, England, emigrated to Western Australia in his eighteenth year and engaged in agricultural pursuits at York. Young Marwick at the age of fourteen began his active career on his father's estate and continued there for a number of years, gaining valuable experience of the agricultural industry and the raising of stock. Upon the discovery of the Yilgarn mining fields he went with his father and others and opened up

the track to the new find, and with his party also engaged in well-sinking on the route for about four months. He next employed himself in sandalwood-cutting for a time with some success, and in the winter that followed this enterprise commenced farming at Yorkrakine, 40 miles distant from Southern Cross, where he was the first to grow hay in this district. At a later date he returned to York, and about the time of the discovery of the Coolgardie fields became engaged in a large way in the carrying and coaching business with his father and brothers, the firm being known as Marwick Brothers, but with the completion of the railway to Kalgoorlie the firm relinquished operations and turned the whole of its attention to farming and grazing. Mr. W. Marwick, prior to his election to Parliament, had long evinced a keen interest in all matters affecting the welfare of his district, and in 1910 offered himself as a candidate for the seat in the Legislative Council rendered vacant by the death of Mr. George Throssell. He was a welcome addition to the personnel of the Legislative Council, and his ripe experience as an agriculturist was



Bartletto,

Perth.

MR. WARREN MARWICK.

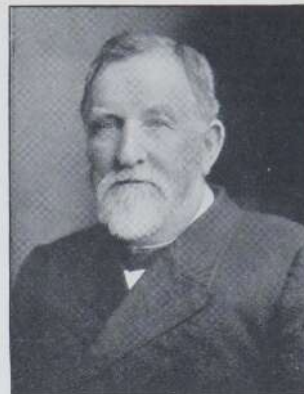
directed to the advancement of this important industry, which in the future will play a prominent part in the prosperity of the State. He was President of the York Agricultural Society for three years, retiring in 1911, and is an enthusiastic member of this the oldest institution

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of the kind in Western Australia. He is a member of the York Roads Board, has been President of the York Athletic Association for the past five years, and was one of the promoters of the York Milling Company, of which important concern he is Chairman of Directors. For six years he was a member of the York Municipal Council, and takes a leading part in all matters of public interest, being Patron and President of innumerable bodies.

The Honourable GEORGE RANDELL, J.P., Ex-M.L.C., was born at Milton, Hampshire, England, on October 5, 1830, and received his education at the National School in that town. Subsequently he learned both blacksmithing and engineering, and in 1850 came to Western Australia, where he spent some time in various occupations at Fremantle and later at Perth. In 1860 he inaugurated an enterprise to run light craft up the Swan River from Fremantle to Perth and lighter boats from Perth to Guildford, proving not only a great boon, but considerably cheapening the cost of production in the districts beyond the latter place. The "Pioneer" was the first steamer employed, and in the course of a few years seven steamers and lighters plied on the river between the Port and the metropolis, besides the smaller boats used for the Guildford trade. In 1876 Mr. Randell retired from active business life for a time, the boats being taken over by Messrs. Randell, Knight, & Co., in which firm he still retained an interest. In 1878 he took a trip to England and was absent for a couple of years. In 1887 he once more assumed control of the business of Messrs. Randell, Knight, & Co., and retained the direction of affairs until the concern was sold to the Swan River Shipping Company, in which he became a shareholder. Mr. Randell has always been a man of considerable public spirit, and early in the seventies was returned as a member of the Perth City Council, of which he was elected Chairman in 1874. Three years later he stood for the Perth electorate in the old Legislative Council, upon which occasion he defeated Mr. (now Sir) E. A. Stone, his fellow-candidate. His career in the House was broken by a tour abroad, but shortly after his return he was nominated a mem-

ber of the Legislative Council, and he was soon deeply immersed in political life. In 1890 he was returned as representative for the Moore constituency at the first elections for the House of Assembly under responsible government, and occupied the post of Chairman of



Bartletto,

Perth.

HON. GEORGE RANDELL.

Committees. In 1892 he resigned and in the year following secured a seat in the Legislative Council, only to return to the Legislative Assembly in 1894 as the member for Perth. In 1897 he again entered the Legislative Council in the interests of the Metropolitan division and was returned at each ensuing election until 1910, when he retired from public life. Mr. Randell strenuously opposed State-aid to educational institutions of a denominational character, and was also a supporter of the withdrawal of Government subsidies to the churches. He introduced and piloted through Parliament the Life Assurance Companies Act of 1889 and the Associations Incorporation Act of 1895, and served on several important commissions, the principal being the Railway Commission of 1893, of which he was Chairman, and which was responsible for the removal of the workshops from Fremantle to Midland Junction. His speech on the Fremantle Harbour scheme influenced the selection of the mouth of the river for the erection of the Harbour, the wisdom of which decision has been abundantly justified. He held the port-

folio of Colonial Secretary from 1898 to 1901, and during his term of office in the Ministry controlled the Education Department and the Post Office. Mr. Randell originated the movement for the establishment of the present High School, Perth, securing the co-operation of Governor Robinson and Sir Malcolm Fraser, and is a Trustee under the University Endowment Act of 1904. He

was a member for many years of the City Board of Education and upon the abolition of this body was elected to a seat on the District Board for Perth. He was President of the Perth Chamber of Commerce in 1895, and is Chairman of the local Board of Directors of the A.M.P. Society and a Director of the Western Australian Bank. In 1884 he was elected Mayor of Perth

and held this office until the following year. For twenty-six years he has been Treasurer for the local branch of the British and Foreign Bible Society, and has seen a long period of service in Trinity Congregational Church, which he first joined in 1856, was elected to the diaconate in 1862, and has occupied this position ever since, being now a life deacon.

## The House of Assembly.

The Honourable MICHAEL FRANCIS TROY, M.L.A. The Speaker of the Legislative Assembly, Mr. M. F. Troy, was born on the Richmond River, New South Wales, in 1880, and is a son of the late Mr. Patrick Troy, who came to that State from Ireland about the middle of the nineteenth century. After completing his studies he entered the Department of Public Instruction in that State, relinquishing his position to come to Western Australia in 1897. Taking up his residence on the Murchison, he became familiar with all portions of the district as a prospector and in general mining pursuits. A staunch supporter of the Labour cause, he acted for two years as Secretary of the Murchison District Council of the Australian Workers' Association, succeeding Mr. Holman in that office upon the election of the latter to the House of Assembly. He was appointed by the miners of the district as their representative before the Conciliation and Arbitration Court upon the first occasion that a dispute, arising on the Murchison field, was referred to a tribunal under the Arbitration Act. His efforts on behalf of the miners were attended with success both at this time and since he entered Parliament, when he has frequently appeared before the Arbitration Court to uphold the interests of the miners in cases of trouble. In 1904, before the advent of the general elections, he was asked to allow himself to be nominated as a candidate for the seat of Cue. A similar request reached him from the Mount Magnet District, and in deference to the

wishes of the Labour organization he decided to contest the latter constituency. A strenuous conflict ensued, the outcome of which eventuated in his election against a strong local opponent by a satisfactory majority. At the dissolution of the House upon the resignation of the English Government Mr. Troy was again elected with an increased majority of votes. When first elected

that Party in 1911 was elevated to the position of Speaker. He is the youngest member ever elected to that position in the Parliament of Western Australia, and, indeed, in any Parliament of the Commonwealth. Mr. Troy is associated with numerous Labour organizations, and is a most active organizer and platform fighter for his Party.



HON. MICHAEL FRANCIS TROY.

he was the youngest member of the House, and at the last two elections he has been returned unopposed. From 1905 for six years he filled the position of Secretary and Whip to the Labour Party in Parliament, and upon the accession to office of

The Honourable FRANK WILSON, C.M.G., M.L.A., was born at Sunderland, England, in 1859. He was first educated in his birthplace and afterwards at Neuwied, Germany, and at Wesley College, Sheffield. On the termination of his scholastic career he was apprenticed to a firm of shipbrokers and timber merchants in Sunderland, but his indentures were subsequently cancelled by consent, and at the age of nineteen he joined his brother in the management of engineering works, which they conducted until the termination of the disastrous three years' strike of 1886. In the same year Mr. Wilson decided to try his fortunes abroad, and soon after his arrival in Queensland received the appointment as Manager of A. Overend & Co., railway contractors, flour-millers, and machinery merchants. Here he remained till 1891, when he accepted the position of Managing Director of the Canning Jarrah Timber Company, Perth. The old Company eventually sold out to a new firm, Mr. Wilson still continuing as Managing Director, but in

1899 he finally severed his connection with the Company. Mr. Wilson's first public appearance was in 1896, from which year till 1899 he represented East Ward in the Perth City Council. In April, 1897, he entered the Legislative Assembly as member for Canning, which had just been created an electoral district, for which he was returned by



Bartletto, Perth.  
HON. FRANK WILSON.

a large majority. At the general elections of 1901 he stood for Perth, his old constituency of Canning having been subdivided into South Perth and several other electorates. Since this period Mr. Wilson has won the Sussex seat five times—May, 1904; September and October, 1905; September, 1908; and October, 1911. His first portfolio was that of Minister for Railways and Mines in the brief-lived Morgan Government of November 21, 1901, to December 23 of the same year. Again in the Rason Cabinet of August, 1905, to May, 1906, he acted as Minister for Works. The various portfolios which Mr. Wilson occupied in the late Moore Ministry eminently qualified him for the position which he was afterwards to hold—that of Premier of the State. These were Minister for Agriculture, Minister for Education, and Colonial Treasurer, May, 1906, to January, 1907; Minister for Education and Colonial Treasurer, May, 1906, to June, 1909; Minister for Works, June, 1909, till the resignation of the Honourable Sir Newton Moore, when Mr. Wilson took his place as Pre-

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mier and Colonial Treasurer. During a course of five and a half years (1906-11) Mr. Wilson attended four Premiers' Conferences in the Eastern States as one of the State's representatives. In August, 1909, a satisfactory financial agreement between the various States and the Commonwealth was arrived at during the last of these Conferences. Mr. Wilson's varied commercial experience and sound financial acumen were of great assistance in upholding and protecting the State rights of Western Australia, and his occupancy of the portfolio of Treasurer during the several years of financial depression, coincident with the changes in financial administration necessitated by the establishment of Federation, was signalized by the extinction of the accumulated deficit. Whilst holding office as Premier he was mainly responsible for the passing of the Redistribution of Seats Bill and the Act for the establishment of a University in Western Australia, subsequently being chosen as a member of the first Senate of the University. Apart from political affairs, Mr. Wilson has had considerable personal experience in financial, commercial, and industrial matters. He was for four consecutive years President of the Perth Chamber of Commerce. For many years he was also President of the Timber Merchants and Saw-millers' Association, and also established and presided over the Coalowners' Association of Western Australia. He was for some time a member of the Arbitration Court, and later represented the employers before the Court, successfully conducting many cases on behalf of the Chamber of Mines and other public bodies. On the occasion of the Coronation of Their Majesties King George V. and Queen Mary, Mr. and Mrs. Wilson were invited to be present, and with the sanction of Parliament represented the State at that memorable ceremony, when the distinction of a C.M.G.-ship was conferred upon him. His native town of Sunderland also conferred the freedom of the borough upon him when visiting his birthplace. Mr. Wilson, during his brief stay in the Old Country, was well received, and several times publicly banqueted by the mining, banking, and commercial communities interested in Western Australian affairs. In 1880 he married Annie, daughter of Mr. Robert Hall Phillips, of Sunderland, and has a family of six daughters and three sons.

EBEN ALLEN, J.P., representative for West Perth in the Legislative Assembly, is a son of the late Mr. Joseph Allen, Government contractor, of South Australia, and was born at North Adelaide on November 15, 1868. He received his education at the Glenelg Grammar School under the late Mr. Frederick Caterer, and at the conclusion of his scholastic career entered the warehouse of Messrs. McLean Brothers & Rigg, a well-known Adelaide firm. Five years later he relinquished this employ and became connected with Messrs. William Gilbert & Co., produce merchants, of the same city, with whom he remained for ten years. In 1899 he came to Western Australia and joined Mr. J. Fairfax Conigrave, Secretary of the Perth Chamber of Commerce, but left him in 1901 and entered into partnership with an established firm of auctioneers and estate and shipping agents. This connection after a short time was dissolved, and the business has since been carried on by Mr. Allen on his own behalf. He entered the Perth City Council as representative for South Ward in 1904, since which date he has twice been returned for the same seat unopposed. He has served a term of membership on the Fire Brigade Board,



Bartletto, Perth.  
MR. EBEN ALLEN.

and is a Past Master in the Masonic craft, with which he is associated. Church work claims his attention, and for years he has been a member of the Anglican Synod. Mr. Allen has always taken a keen interest in



public affairs, and in 1911 was a candidate for the West Perth seat rendered vacant by the retirement of Mr. T. P. Draper, and after a spirited contest he was returned with a substantial majority over his two opponents. For recreation he resorts to the bowling green and is a foundation member of King's Park Bowling Club. In 1897 Mr. Allen married Effie Marion, eldest daughter of Mr. John Fairfax Congrave, and has a son and a daughter.

**HARRY EDWARD BOLTON**, representing South Fremantle constituency in the Legislative Assembly, was born at Rye House, Peckham, London, on December 24, 1870. He was educated at Maidstone, Kent, and while still in his teens came to Australia with his parents, settling in North Fremantle, where he resided for many years. In 1904 Mr. Bolton stood in the Labour interest for North Fremantle, and being returned continued to represent the constituency until October, 1911, when on the redistribution of seats that electorate was cut out, and he became a successful candidate for South Fremantle. During his political career he has been responsible for the amendment of the Vaccination Act, which provided for the abolition of compulsory vaccination. Mr. Bolton has been twice President of the Enginedrivers, Firemen, and Cleaners' Union, having been a foundation member of that organization. He has taken a keen interest in municipal affairs and represents South Ward in the Fremantle Council. He is a member of the Masonic craft and Past Master of the Loyal Westralia Lodge, W.A.C., and is a member of Prince Lodge in the United Ancient Order of Druids.

**FRANK TYNDALL BROWN**, J.P., who represents Beverley constituency in the Legislative Assembly, is a son of the late Mr. James William Brown, of Avondale, Beverley. He is descended from one of the oldest families in Western Australia, his grandfather, the late Mr. Peter Brown, having come to the State with Captain Stirling, first Governor of Western Australia, by the transport steamer "Parmelia" in 1829 to fill the position of Colonial Secretary at the new settlement. The

gentleman under review was born at Beverley on May 31, 1876, and received his education at the local State school and at the York Grammar School under the late Mr. Bennett. When eighteen years of age he entered upon farming pursuits on his father's property, three years later launching out on his own account on the Waterbatch Estate, comprising 5,000 acres, and situated about five and a half miles west of Beverley. He devotes his attention chiefly to agriculture and sheep-raising, and has met with success in his operations, the development of the property having proceeded steadily during the period of his occupation. In 1906 Mr. Brown received his commission of Justice of the Peace, and in other ways he has held office in the interests of the public, being Chairman of the Beverley Roads Board, of which he has been a member for many years. In 1911 he stood for the Beverley seat in the Legislative Assembly of the State and was elected, defeating three other candidates. Golf and shooting are his special forms of diversion, and he has his own links on the property, where he passes many a leisure hour. A member of the fraternity of Freemasons, he holds honours as Past Master of the Beverley Lodge, No. 73, W.A.C.



*Bartolotto, Perth.*  
MR. FRANK TYNDALL BROWN.

He is a member of the Western Australian Club, Perth. Mr. Brown married in 1903 May Constance, daughter of the late Mr. James Sewell, of Beverley, and has two sons and two daughters.

**WILLIAM HENRY CARPENTER**, J.P., who represents Fremantle constituency in the Legislative Assembly, was born at Swindon, Wilts, England, on April 5, 1863. He came to Victoria in 1886, and



*C. M. Nixon, Fremantle.*  
MR. WILLIAM HENRY CARPENTER.

was engaged in the Phoenix Foundry on locomotive construction. After seven years in Victoria he went to South Australia and accepted a post as working foreman on similar work at Gawler. In 1896 he became a candidate in the Labour interest for Encounter Bay district, and was returned, three years later being re-elected for the same district. Upon the conclusion of his second term this electoral district was abolished owing to a reduction of members, and Mr. Carpenter came to Western Australia, where he was employed in the railway workshops at Fremantle. In December, 1903, he was returned as Labour representative for Fremantle division in the Federal Parliament, but suffered defeat in 1906 at the hands of the present member, Mr. Hedges, and again at the general elections of 1909. In 1911 he again came before the public as a candidate for their suffrages and scored a record in the majority of votes given in his favour. He has been a life-long unionist, and at the present time is an active member of the Fremantle Trades Hall Association. During his political career in South Australia he did much toward popularizing the question of old-age pensions, and was Chairman of the Royal Commission on that question.

**BRONTERRE WASHINGTON DOOLEY**, representative for Geraldton in the Legislative Assembly, was born in Sydney on July 4, 1868, and received his education in that city. At sixteen years of age he was apprenticed to the coachbuilding trade, and having served his indentures for five years, he spent a similar period in gaining bush experience. He identified himself with the early movements of the Labour Party in New South Wales and joined the Sydney Coachbuilders' Society at the conclusion of his apprenticeship in 1888. During the time of Henry George's visit to Australia he was connected with the Sydney Socialist League, and assisted at the first organized Labour elections in Australia, which took place in Sydney in 1891, being at that time a member of the Paddington Political Labour League. After roughing it in different parts of the Commonwealth and New Zealand he came to Western Australia in 1897 and resumed his trade as a coachbuilder, entering the service of the Railways Department. He joined the Amalgamated Society of Railway Employés shortly after its formation in 1898 and took a leading part in obtaining official recognition for that body. In 1903 he came to reside in the Geraldton district and has since taken an active interest in all matters affecting the public welfare. He organized the Geraldton Branch of the P.L.P. Eight-hours Demonstration, the Geraldton Co-operative Society, the local Branch of the Railway Ambulance Corps, and successfully contested a seat for East Ward in the Geraldton Municipal Council.

**WALTER DWYER, LL.B.** (Lond.), representative for the Metropolitan district in the Legislative Assembly, is a son of the late Mr. Walter Dwyer, of Carrick-on-Suir, County Tipperary, Ireland, and was born at that place on August 27, 1875. He pursued his scholastic studies at the Christian Brothers' Seminary at "Mount Zion," in his native town, and at sixteen years of age left school to accompany other members of his family to Australia. Settling in Victoria he forthwith became identified with the Christian Brothers' College, Melbourne, in the capacity of assistant master, and continued to hold this post for three years. At

the end of 1894, obeying the *zeitgeist* which prompted the departure of so many promising young and enterprising spirits to carve out a career for themselves in the Golden West, he resigned his position and came to Western Australia with the intention of throwing in his lot with the gold-seekers. Upon arrival, however, he was prevailed upon to alter this decision by the State authorities, who offered him an appointment in the Government Education Department. Joining the administrative staff in Perth Mr. Dwyer spent ten years in the service of the department, during which period he utilized his spare hours in reading for the London University examinations. Having matriculated and passed the intermediate law examination, in 1904 he left the Education Department to enter into articles under the late Dr. Lyhane, then practising at Kalgoorlie and Boulder, and about a year later returned to the capital to complete his indentures with the well-known firm of Smith & Lavan, of Perth. He gained his LL.B. degree in 1907 and was admitted to practise as a barrister and solicitor in December of that year. He practised for two years at Boulder and Kalgoorlie and in January, 1910, commenced prac-

and enter the arena of political debate. From the time of his association with Dr. Lyhane he formed strong sympathies with the Labour movement, but did not become a member of the Party until 1910. In 1911 he submitted his name as a candidate for Parliamentary honours and was chosen to contest in the Labour interest the Perth seat, hitherto considered to be a Liberal stronghold. In the early stages of the political fight his prospects of success did not appear particularly bright, even the most sanguine of his supporters entertaining little hope of his immediate success, but the power of his personality supported by the splendid organization of the Labour Party led to the undoing of his opponent, the day being won by a handsome majority. Mr. Dwyer is an honorary member of the H.A.C.B.S. and is associated with the Celtic and Midland Junction Clubs. In earlier days he was very fond of rowing and yachting, but at the present time devotes the greater part of the time spared from his professional and political duties to the perusal of works of an historical and political character.

**GEORGE JAMES FOLEY**, representative for Mount Leonora in the House of Assembly, was born at Walhalla, Victoria, in 1871 and received his education in his native State. He first found employment as junior reporter on a Richmond journalistic venture, but gave up this work in order to join his father, who was engaged in the mining industry in the Gippsland district of Victoria. In 1895 he came to Western Australia and was prospecting on the eastern and northern goldfields for some time. He next was employed in the principal mines at Leonora, and continued in this way until 1911, in which year he contested the Leonora seat in the Labour interest and was returned to the House. Mr. Foley has been a member of the Federated Miners' Union for a lengthy period, and for three years was President of the Gwalia Branch of the Federated Miners' Union, and also of the northern goldfields council of the Australian Labour Federation. He was one of the foundation-members of the Australian Natives' Association on the eastern goldfields, and has always taken a keen interest and prominent part in that Association.



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MR. WALTER DWYER.

tice in Perth, which he still continues. Always a keen student of political economy, Mr. Dwyer even in earlier days bore the stamp of one destined to make his mark should he decide to attach himself to a party

JOSEPH PETER GARDINER, representative for Roebourne district in the Legislative Assembly, is a son of Mr. J. Gardiner, of Geraldton, and was born at Adelaide, South Australia, on July 4, 1886. He received his primary education at one of the Adelaide model schools, and subsequently concluded his scholastic career at the Christian Brothers' College, in Wakefield Street. Leaving school before the age of fifteen he was apprenticed to the bootmaking trade under his father, but upon the completion of his indentures relinquished this calling and eventually proceeded to the North-West of Western Australia. Here he filled various positions, gaining considerable experience of bush life, and also spent some time trading on the coast between Cosack and Broome in his schooner "Annie Agnes," which unfortunately was afterwards lost in a gale. While in this district Mr. Gardiner took a prominent interest in the Miners' Union of Whim Creek, acting as Secretary during the whole time of his residence in that locality. He has always been distinguished for his interest in public affairs, and previously, while con-



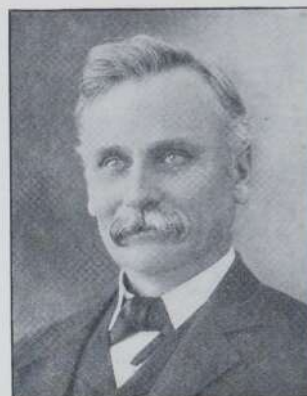
Bartlett, Perth.  
MR. JOSEPH PETER GARDINER.

ducting a bootmaking business in conjunction with his father at Leederville, had undertaken the secretarial duties for the Perth Boot-makers' Union. In 1911 he was selected by the Australian Labour Federation to contest the Roebourne seat in the State House of Assembly,

and recorded a handsome victory at the polls, coming out with a two-to-one majority over his two opponents' united vote. Mr. Gardiner, who holds the distinction of being the youngest member of the House, is an able speaker and is very popular with his party.

WILLIAM JAMES GEORGE, who represents the Murray-Wellington district in the Legislative Assembly, was born at West Bromich, Staffordshire, England, on January 26, 1853. He completed his studies at the Midland Institute, Birmingham, and subsequently was engaged in mechanical engineering. He was next identified with the iron trade for seven years, and four years later, for health reasons, set out on a tour of the world. In 1885 he joined the staff of Messrs. McNeil and Co., public works contractors, and was engaged in the construction of the Fingal Railway, Tasmania, and various public works and railways in Victoria. In December, 1890, he was transferred to Western Australia, where he undertook the management of the Jarrahdale timber station and other enterprises on behalf of the same firm. In 1894 he severed his connection with Messrs. McNeil & Co., and in conjunction with Mr. William Smith established the Black Swan Foundry, Perth. He took considerable interest in public affairs at that early date and became a councillor for Perth City in the above-mentioned year, being appointed a member of the Works and Sanitary Committees. In June of the same year he contested the Murray constituency against Mr. W. Paterson, without success, but seven months later was returned as representative for the district, being re-elected in May, 1897, and again in April, 1901. He was a member of the Royal Commission appointed to deal with matters connected with Government railways in 1895 and 1899. In April, 1902, Mr. George was offered and accepted the position of Commissioner of Railways for Western Australia. This post he held for five years, during which time large additions and improvements were made in connection with the railways. After his retirement Mr. George turned his attention to mixed farming pursuits on a large estate, which he had taken up in the South-West district. In September, 1908, he contested the Murray elec-

torate, but was defeated by six votes. In February, 1909, Mr. George again contested the seat and was returned by a large majority. Owing to the Redistribution of Seats Bill introduced by the Wilson Government the Murray and Wellington electorates were merged, and Mr. George was successful in winning



MR. WILLIAM JAMES GEORGE.

the seat by a large majority over two opponents in October, 1911. In June, 1910, he was appointed Organizer and Secretary for the Liberal League of Western Australia, which position he resigned at the close of the year. Mr. George, who was the first President of the Chamber of Manufactures, received his commission as Justice of the Peace for the Perth and Murray districts in 1895, and in 1902 was appointed a Justice of the Peace for the whole of the State.

FREDERICK GILL, who represents the Leederville electorate in the Legislative Assembly, is a son of the late Mr. Joseph Gill, of Chasewater, Cornwall, England, and was born at Burra, South Australia, on March 15, 1862. He received his education chiefly in his native place, and at a very early age went to work in the Moonta copper mines, where he continued for about eight years. Leaving that part of the country he went to Port Augusta, where he became apprenticed to the blacksmithing trade, and having mastered the details of this calling in five years' time, was identified with this branch

of work for a further three years. He then joined the South Australian Railways Department, and having risen to the position of guard resigned from the Service to come to Western Australia. Arriving at Perth in 1894 he immediately became connected with the Railways Service in this State, serving for ten



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MR. FREDERICK GILL.

years, when he retired upon election to the Balkatta seat in the Legislative Assembly. At the extraordinary general elections in 1905 Mr. Gill lost his constituency and went into business as a purveyor of dairy produce. In September, 1908, he scored a victory over his previous opponent, and was re-elected to his former seat, and in 1911 was again successful at the polls, the name of the electorate having been altered to Leederville. In his public career he has been a prominent advocate of the rights of railway employes of all grades, and is a member of the W.A.A.S.R.E., the official organization of the railway employes, of which he was one of the founders. Mr. Gill married in 1892 Elizabeth, daughter of Mr. T. Prisk, of Ascot Vale, Victoria, and has two sons.

ALBERT ERNEST GREEN, representative for Kalgoorlie constituency in the State Legislative Assembly, was born on December 21, 1869. At the conclusion of his education he entered the telephone department at Ballarat, which department at that period was owned

by a company, before the days of State control. Subsequently he learned the bricklaying trade and at the age of twenty-one, left for America, and, spent five years in that country, becoming an active member of the Brickmasons' Society at San Francisco. He met with various adventures in Central America, and took part on the side of the insurgents in one of the numerous revolutions in Guatemala, a Central American republic. From America Mr. Green came to Western Australia in 1895, and was the initial spirit in the movement to form a Western Australian Branch of the Australian Natives' Association. Proceeding to Coolgardie in November of the same year, he was appointed to a clerical position in the local postal service, and was concerned in the post and telegraph strike of that period. Although forbidden by the regulations he assisted to form a Post and Telegraphs' Union in Coolgardie, and also one at Kalgoorlie, whither he was shortly afterwards transferred. About 1900, Mr. Green became a member of the Australian Workers' Association, and he was a foundation-member of the Social Democratic Federation at Kalgoorlie. He was active in the formation of a branch of the Australian Natives' Association in Kalgoorlie in 1896, and has filled the post of Secretary to this organization for a lengthy period. In 1911 he stood for the Kalgoorlie electorate in the Legislative Assembly, and was returned in the Labour interest.

NATHANIEL WHITE HARPER, member for Beverley in the Legislative Assembly, is a native of County Antrim, Ireland, where he was born in 1865. His education completed, at the age of eighteen he sailed for New Zealand, reaching the Dominion in 1883. For four years he engaged in mining and hydraulic sluicing, and in 1887 set out for Broken Hill, New South Wales, where subsequent to his arrival he found employment on the Proprietary Mine for two years. He next proceeded to Zeehan, Tasmania, and filled the position of Mine Manager to the Queen Extended and South Balstrups Silver-Lead Mines. Mr. Harper came to Western Australia in 1892, and for three years was Manager of Fraser's Gold Mine at Southern Cross. At the expiration of that time he proceeded to

Kanowna and was engaged on the Robinson and White Feather Gold Mines for nine years, leaving the district in 1894. He met with considerable success during his career as a Mine Manager, and four mines—Fraser's, White Feather Main Reef, Golden Pole (Daveyhurst), and Robinson's—paid dividends while under his control. In 1896 Mr. Harper entered the political arena for the first time as candidate for the North-East Coolgardie district, but his first essay ended unfavourably, his opponent, the late Mr. Vosper, winning by 53 votes. Twelve years had elapsed before he again placed his services at the disposal of the electors, this time as candidate for the Senate in the Federal House, and although a big vote was recorded he met with no better success. But once more he turned his attention to the politics of his adopted State, and in 1910 offered himself for the Beverley seat, where he met with strong opposition from his opponents, Sir Walter James and Mr. Naylor, of Pingelly, but succeeded in carrying the election by a sound majority. Mr. Harper holds large interests in the mining and farming industries, and has unwavering faith as to the



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future of the agricultural areas, the prospects of which he considers to be of the brightest. He is associated as Director with several Mining Companies and financial institutions, and has added considerably to the architecture of the city of Perth, having erected the handsome edifices

known as the Esplanade Hotel and Harper's Buildings. In 1891 Mr. Harper married Margaret, daughter of Mr. Thomas, of Dunedin, New Zealand, and has three children—two sons and a daughter. He resides at Colin Street, West Perth.

**EDWARD ERNEST HEITMANN, M.L.A.**, Government Whip in the Scaddan Administration, was born at Californian Gully, Bendigo, Victoria, on June 3, 1878. He is a son of the late Mr. Hermann Heitmann, of that place, a pioneer in the early days of the Victorian gold discoveries, who came from Germany and settled in the Bendigo district. The subject of this memoir was educated at the local State school, and at the age of thirteen went to



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MR. EDWARD ERNEST HEITMANN.

work in the mines as winch-boy, subsequently passing through all the various departments of the mining industry, during which period he also made a study of machinery, particularly of engines. In 1895 he came to Western Australia, and following the rush to Coolgardie became identified with mining pursuits on the new field. Two years later he returned to Victoria and took a course at the Bendigo School of Mines, finally securing a first-class certificate for enginedriving. In 1899, again setting his face toward the West, he proceeded to the Murchison district *via* Coolgardie, whence he travelled overland to his destination, and after "trying his luck" in different finds two years later was engaged as

enginedriver on the Great Fingal Mine, Day Dawn. In 1903 he was actively engaged in the organization of the Enginedrivers' Union, of which body he was elected President, and also acted as President of the A.C.E.D.A. Executive. In the following year he was selected to combat the Cue seat in the Legislative Assembly and was returned, again being successful at the extraordinary general elections of 1905. Three years later he was re-elected, and in 1911 won the suffrages of his constituency once more, on this occasion being unopposed. Upon the coming into power of the Labour Ministry Mr. Heitmann was appointed Government Whip. He represents the Murchison district on the Executive of the Australian Labour Federation, and is also a member of the management committee of the Western Australian Timber Workers' Association. For many years Mr. Heitmann has taken a deep interest in public health matters, giving special attention to the ravages of tuberculosis among miners.

**JOHN BARKELL HOLMAN**, Chairman of Committees in the Legislative Assembly, is a son of the late Mr. Edward Holman, who came to Australia from Cornwall in the early sixties. He was born at Clunes, Victoria, on February 26, 1872, and received his education at Bendigo, where he was taken by his parents while still quite a child. Early in life he went to work on the mines, and followed that industry at Bendigo and Broken Hill until his departure for Western Australia in 1893. Upon arrival in this State he proceeded to Nannine, on the Murchison goldfields, where he was engaged chiefly in prospecting, but also filled various positions, among others that of mine manager. Mr. Holman took an active part in the Australian Labour movement from its earliest days, and during his career has successfully organized many unions. In 1886 he was a member of the Bendigo Miners' Association, at a later date joining a similar organization at Broken Hill, where he passed through several Labour troubles. He was appointed special officer for the Defence Committee during the Broken Hill strike of 1892, which lasted five months, and in the following year successfully represented the miners in the first Murchison

trouble at Nannine, Western Australia. In 1894 he secured a reduction of working hours to forty-four per week for the men concerned in the Star of the East trouble, and acted as Chairman of the Defence Committee at the big Day Dawn strike against the reduction of wages in 1899, the men under his leadership being entirely successful in their protest. He was the first Labour organizer on the Murchison for the Australian Workers' Association of Western Australia in 1899, and was Secretary of the Cue Branch and Murchison District, Australian Workers' Association of Western Australia, which latter position he held for two years, retiring upon his election to Parliament in 1901. He represented the workers in the Abbotts' strike, which successfully prevented the reduction of wages in 1900. In his first Parliamentary contest for Mount Magnet he was defeated, but subsequently being selected to contest North Murchison as the Labour candidate against the Attorney-General in the Morgans Government he obtained a majority at the by-election of 1901, and has since held the seat. Upon the sole occasion that he was opposed he was returned by a 10 to 1 majority, though at the time he was engaged in assisting other candidates in their campaign and did not visit his electorate. Mr. Holman was Workers' Advocate before the State Arbitration Court for Cue A.W.A., Nannine A.W.A., Abbotts' A.W.A., Peak Hill A.W.A., the Norseman Miners' Union, Feysville Miners' Union, Higginsville Miners' Union, Wiluna Miners' Union, Meekatharra Miners' Union, and several other organizations. He was elected General President of the A.W.A. of Western Australia in 1902, and while holding that position brought about the settlement of the big dispute that threatened the timber industry in 1903, retiring from his office on his appointment to the Ministry. From the position of Secretary and Whip to the Parliamentary Labour Party in 1904 he succeeded to the portfolio of Labour and Railways in the Labour Ministry of 1904. He organized the General Workers' Union, which he represented at the Conference with the employers, securing increased wages and better conditions; was Chairman of the Timber Workers' Defence Committee in 1907 during the greatest industrial trouble in Western Australia, from which the

workers under his leadership emerged triumphant after fourteen weeks' struggle; and as organizer and Secretary of the Timber Workers' Union at a time when it was completely disorganized, without funds and with very few members, was so successful that the membership now numbers over 3,000. Prior to his connection with the Union in 1907 the employés in that industry were working under the worst of conditions for a low rate of wage, but since he took control conditions have considerably improved, increases amounting to over £50,000 per year in wages having been secured. At the present time the Timber Workers' Union is one of the strongest in the State, and during the past five years under Mr. Holman's management no serious industrial trouble has taken



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MR. JOHN BARRELL HOLMAN.

place. In 1908, for services rendered, he was elected a life member of the Timber Workers' Union of Western Australia, and represented the Western Australia Branch of the Timber Federation before the Federal Arbitration Court of 1909. He has represented various unions at trade congresses, and has been a delegate to the Trades and Labour Council. On many occasions his services have been requisitioned to bring about settlements in Labour disputes, and while he has been actively associated in many of the labour troubles in Western Australia, he has never been responsible for the commencement of any industrial dispute. Owing to his active interest in the cause of the workers, however, he

had more than once to resign positions, and eventually started business on his own account, subsequently disposing of his interests in order to devote the whole of his time to public duties. Mr. Holman's name is closely interlinked with the history of *The Labour Vanguard*, the official organ of the Labour Party in Western Australia. He first proposed the launching of the paper and afterwards undertook the complete business management. This paper played an important part in the electoral campaign of 1911, and was practically responsible for the complete rout of the Liberal Party and the return to power of the Labour Administration with a substantial majority. In addition to taking an active interest in Labour matters Mr. Holman has excelled in sport, notably in connection with athletic games and on the football field. He has been one of the leading men in bringing the Volunteer Fire Brigade movement to its present position in Western Australia, being one of the oldest members and a champion competitor of the Cue Volunteer Fire Brigade, the champion Fire Brigade in the State, of which he was elected a life honorary member, and for his efforts in the advancement of the firemen of the State has been elected a life member of the Western Australian Fire Brigades' Association, being the only one to receive that distinction. He has occupied the post of President of this Association, and still takes an active interest in the welfare of the Volunteer Fire Brigade movement. He married in 1892 Catherine, daughter of the late Mr. Richard Row, of Bowden, South Australia, and has three sons and four daughters.

CHARLES ARTHUR HUDSON, member for Yilgarn in the Legislative Assembly, is a Victorian by birth, and received his education in his native State. He was articled to the law with a prominent firm of solicitors in Melbourne, and was admitted to the Bar, afterwards practising for some time in the country of his nativity. He came to Western Australia in the early part of the present century, and in July, 1904, was called to the Western Australian Bar. In 1908 Mr. Hudson successfully contested the seat for the Dundas district in the

House of Assembly, and on the excision of that electorate by the Redistribution of Seats Act of 1911 secured the Yilgarn seat, formerly held by Mr. A. A. Horan. Mr. Hudson is a supporter of the Labour Party, and since his arrival in this State has been prominently associated with the Labour movement throughout the country.

EDWARD BERTRAM JOHNSTON, who represents the Williams-Narrogin district in the Legislative Assembly, is a son of Mr. H. F. Johnston, Surveyor-General of Western Australia, and was born at Geraldton on January 11, 1880. He pursued his scholastic studies at the High School, Perth, and having attained his seventeenth year entered upon a Civil Service career by joining the Lands Department. Five years later he had risen to the position of Chief Clerk in the Katanning Lands Office, and in 1903 was appointed Government Land Agent at Wagin, whence he was transferred to Narrogin in the following year. He was closely associated with the settlement of the land along the Collie-Narrogin railway and in the Dorakin and other areas east of Narrogin and Wickiepin, and upon his resignation from the service in 1909, when leaving the district, he was the recipient of an illuminated address bearing the signatures of representatives of all the Roads Boards, Agricultural Societies, and other public bodies in the Narrogin land district, which at that time included Pingelly. Entering upon business pursuits at Kalgoorlie, Mr. Johnston played a prominent part as Hon. Secretary of the Esperance Land and Railway League, and during his term of office did much to bring its aims and objects under consideration throughout the whole of the eastern goldfields. In April, 1911, he was invited by the Narrogin Branch of the Australian Labour Federation to contest his present seat in the Assembly, and this request being endorsed by the settlers of the district he allowed himself to be nominated and was returned, being the first Labour member to represent any part of the Great Southern district. Mr. Johnston held the position at Narrogin of Vice-President of the Australian Natives' Association during the first year of its formation, in which he took an active interest, and in the following year he was elected to the presidential chair.

**TITUS LANDER**, representative for East Perth in the House of Assembly, is a son of Mr. James B. Lander, of Harrow Hill, near London. At the close of his schooldays he worked as a stonemason for twenty-two years in England, and in 1883 sailed for Australia, landing in the Central State. Nine years later he came to Western Australia, where he followed his calling for some considerable time. In 1894 he was appointed Inspector in connection with the Society for the Prevention of Cruelty to Animals, resigning the office in 1911. He was elected to the Perth City Council as councillor for North Ward in November, 1908, but did not contest the seat at the election of 1911, in the interim having been returned to the House of Assembly in October, 1911, as a supporter of the Labour Party.

**CHARLES HENRY LAYMAN**, representing Nelson district in the Legislative Assembly, is the third son of Mr. George Layman, of Wonnerup, who was a member of the Legislative Council before the days of responsible government. The Laymans are a very old family in the district, Mr. C. H. Layman's grandfather having formed one of a small



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band of settlers under Colonel Molloy which landed at Augusta, Flinders Bay, in 1830, prior to which he had resided in Tasmania. Mr. Layman, sen., was several times attacked by natives, and

eventually was treacherously murdered at Wonnerup by blacks when in his twenty-ninth year. The gentleman under review was born at Wonnerup on June 4, 1865, and received his education at the High School, Perth. At seventeen years of age he entered the office of the Western Australian Timber Company, near Busselton, and continued in this connection for nearly two years. He then turned his attention to agricultural and pastoral pursuits, which engaged his energies for a considerable period, but were abandoned in favour of mercantile operations at Greenbushes, where he remained for about twelve years. At the end of this time Mr. Layman again acquired landed property, and has since carried on business as a grazier and pastoralist in the south-western portion of the State. He takes a deep interest in the progress of the Agricultural Societies of Western Australia, being a member of the Royal, the Nelson, the Balingup, and the Southern Districts Societies, on the governing committees of which he has served at different periods. He was one of the pioneers of the Greenbushes tinfields, and for six years was a member of the local Roads Board, filling the chair for the major portion of that time. He next turned his attention to politics, and in 1905 was returned to the House of Assembly for the Nelson district. He was re-elected in 1906 and has continued to represent the constituency ever since. In the present Parliament he discharges the office of Opposition Whip, and held a similar position under the Wilson and Moore Administrations for over five years. He is a patron of nearly a dozen amateur athletic clubs, representing almost all forms of sport, and cordially sympathizes with healthy outdoor diversion. His own recreation he takes chiefly in the saddle, and is a great lover of horses. Mr. Layman married Florence Edith, daughter of Mr. J. G. Reynolds, J.P., grazier, of Menberup, Busselton, and has three sons and three daughters.

The Honourable **HENRY BRUCE LEFROY**, C.M.G., representative for Moore constituency in the Legislative Assembly, was born at Perth on March 24, 1854. He is a son of the late Honourable A. O'Grady Lefroy, C.M.G., who for

thirty-six years was connected with the Public Service of Western Australia and occupied the important post of Colonial Treasurer, an office from which he retired upon the introduction of responsible govern-



HON. HENRY BRUCE LEFROY.

ment in 1890. In recognition of his valuable services to the Crown the late gentleman had conferred upon him the distinction of C.M.G., and subsequently, by royal consent, the right to retain the prefix Honourable during his lifetime. Similar honours were also granted to Mr. H. B. Lefroy in the years 1901 and 1903. Mr. Lefroy's mother, who is still living (1912), is a daughter of the late Colonel Bruce, for many years Commandant of the military forces of the State. The subject under review was sent to England to be educated, and after attending a preparatory school at Exmouth under the Rev. John Penrose, spent four years at Rugby, returning to Australia in 1873. During his scholastic career he distinguished himself both in the classes and on the field, and was well known at Rugby as a winner of long-distance races and a player in the Rugby football fifteen. He also displayed considerable ability as a cricketer, and continued his interest in this sport after his return to his native land, being a prominent batsman in the early days of the State. Immediately following his arrival from the Motherland he took over the management of his father's station, "Walebing," on Victoria Plains, which, under his superintendence, has become one of the best pastoral properties in Western Australia.

When only twenty-one years of age he was appointed to a commission of Justice of the Peace, and for twenty years was Chairman of the Victoria Plains Roads Board and of the local Board of Education, besides occupying many other public offices. He first entered political life in 1892 upon the retirement of the Hon. George Randell, being returned for Moore district in the House of Assembly, which seat he retained until 1901, when he was appointed Agent-General for Western Australia in London. In 1895 and 1897 he represented this State at the Federal Council which met at Hobart, and in the latter year was offered a portfolio in the Forrest Cabinet, in which he became Minister of Education and Post and Telegraphs. The Mines portfolio falling vacant upon the acceptance by Mr. (Sir) Edward H. Wittenoom of the position of Agent-General in London in 1898, Mr. Lefroy became Minister for Mines, which office he filled until his departure for London as Agent-General upon the expiration of Sir Edward's term of office in 1901. In 1905 he returned to Western Australia, and has since devoted himself to the development of his pastoral interests at "Walebing," a property acquired from the Midland Railway Company and comprising lands previously held under lease from the Crown. During his absence in England the old Irwin and Moore electorates were merged into one, but by the Redistribution of Seats Bill in 1910 Mr. Lefroy's former constituency of Moore was re-established, and in 1911 he once again became a candidate for the suffrages of the electors, and was returned to the Assembly by a large majority. Mr. Lefroy has been twice married. His first wife, Rose, by whom he had issue three sons, was a sister of Sir Edward H. Wittenoom and died in 1902. In 1905 he married Madeleine, daughter of the Rev. Stewart Walford, Rector of Dallinoo, Suffolk, by whom he has two sons and a daughter.

**CHARLES JOSEPH LEWIS**, representative for the Canning district in the Legislative Assembly of Western Australia, was born at Geelong, Victoria, on August 7, 1870, and is a son of the late Mr. Alfred James Lewis of that place and latterly of Bendigo. He was educated at a State school at Kan-

garoo Flat, with a subsequent course of private tuition at Carlton, Melbourne. Having concluded his studies, for three years he assisted his father, who carried on a grocery and produce store near Bendigo, and relinquished this connection to take up work with a local farrier. At a later period he enlarged his industrial knowledge by serving for about three years in the coach-building trade, and eventually joined the Melbourne Tramway Company, where he held the position of conductor for nearly six years. In 1896 Mr. Lewis came to Western Australia, and after a short period of work in a foundry became connected with the Traffic Department of the State Railways, rising in the service until he attained the post of acting-stationmaster. He resigned from the service in order to contest the Canning electorate in the Labour interest, and in the ensuing struggle defeated the sitting member, who had held the seat for twelve years. Mr. Lewis has always been prominently associated with the Labour movement, and as far back as 1891 made an effort to form a Tramway Employés Union in Melbourne. He was one of the founders of the Amalgamated Society of Railway Employés and was the second Chair-

represented Perth, Collie, and Pinjarra on the General Committee for eight years, and acted as delegate from the Amalgamated Society to five different Conferences. While absent in Tasmania at the Interstate Railway Conference held at Launceston in May, 1911, Mr. Lewis received a wire from Western Australia asking permission to nominate him for selection for the Canning seat, the ultimate result being his election by the constituency in October of the same year. Mr. Lewis was a member of the provisional committee which inaugurated the Railway Provident Fund, and was appointed organizer at its inception, in addition to occupying a seat on the management committee for three years, on which he represented the traffic section. He has also been a member of the management committee of the Railway Hospital Fund for over four years and general treasurer of the fund for the past three years. Mr. Lewis married in 1902 Clara, daughter of the late Mr. Charles Hillier, of Whittlesea, Victoria, and has four daughters.

**JOHN JAMES McDONALD**, member of the Legislative Assembly, representing Gascoyne district, is a son of Mr. Michael McDonald, of Carlton, Victoria, and was born at Ballarat, in that State, on July 21, 1869. He received his education at the Christian Brothers' College, East Melbourne, and upon its completion went into the stock-raising business as manager for his father, which position he filled for three years. In 1895 he came to Western Australia and was engaged in the mining industry, chiefly as prospector, for about twelve years, during which time he has travelled over nearly all the mineral areas of the State. In 1908 he proceeded to the Nor'-West, where he was connected with the pastoral industry in the Carnarvon district, and almost immediately on his arrival became associated with the Australian Workers' Union, in which body he took a live and active interest. Having made a careful study of the political situation Mr. McDonald in 1911 offered himself for selection by his Party as a candidate for Parliamentary honours in the Labour interest and was returned, defeating Mr. W. J. Butcher, who previously had held the Gascoyne seat for ten years.



*Bartolotto,*

*Perth.*

MR. CHARLES JOSEPH LEWIS.

man of the Perth Branch. He held the position of Secretary to the Branch for two years, and in 1909 was elected general treasurer by a ballot of the whole of the members, to which position he has recently again been returned unopposed. He



CHARLES McDOWALL, representative for Coolgardie district in the State Legislative Assembly, was born at Ballarat, Victoria. He received his education in New Zealand, and in 1884 established himself as an estate agent at Melbourne and Surrey Hills. For about twelve years he carried on business here, but on account of the general commercial depression in Victoria Mr. McDowall left for Western Australia in 1896. Proceeding direct to Coolgardie, he opened his present auctioneering business, which he has conducted ever since. In 1904 he was elected Mayor of Coolgardie, and for four years served the rate-payers as a member of the local Municipal Council. His Parliamentary career began in 1908, when he was returned to represent the old Coolgardie constituency in the Legislative Assembly, and in 1911 this honour was repeated when the Labour Party came into power, his connection with this movement having begun in 1904. Mr. McDowall has always taken a keen interest in the Australian Natives' Association, and in 1893 was elected a member of the Victorian Board of Directors, which position he held up to the time of his leaving the State. Upon arrival in Western Australia he was elected General President of the A.N.A. in this State, in 1898, and again in 1909, and is still a member of the Board of Directors of that Association.

ARTHUR MALE, J.P., who represents the Kimberley district in the State Legislative Assembly, was born at Bridport, Dorsetshire, England, on March 2, 1870, being a son of Mr. Thomas Male, of that town. He was educated at the local Grammar School, and having reached his twentieth year came to Western Australia and engaged in farming and pastoral pursuits for nearly two years. At the end of that period he proceeded to Broome and joined Mr. George S. Streeter, a son of the famous London Bond Street jeweller, in the pearling industry, with which they combined pastoral interests in the same neighbourhood. Shortly afterwards he was admitted into partnership by this gentleman, who subsequently went to reside in England, leaving the management of the enterprise to Mr. Male. For twenty years the subject of this

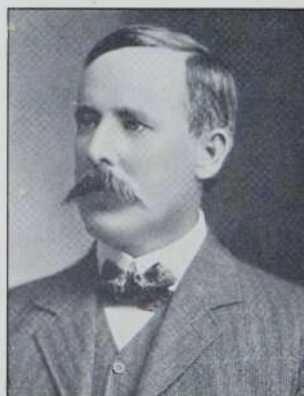
memoir has continued in the North-West, and during this period has watched the development of the town of Broome and the surrounding district, and has taken a deep interest and given practical assistance in its advancement, almost the whole of his



Bartleto. Perth.  
MR. ARTHUR MALE.

own large interests being centred there. He first entered upon public duties in 1897, when the Forrest Government appointed him a Justice of the Peace. When the Roads Board was first formed he became one of the original members, and when Broome was converted into a municipality at a later date his title to a seat in the newly-formed Council was readily recognized. In 1905 he was nominated and elected as member of the Legislative Assembly for the district, and was Honorary Minister in the Wilson Government. When the Labour Party came into power at the general elections of 1911 his constituents displayed their continued confidence in him by returning him once more as their representative. Mr. Male is a prominent figure in all public movements of whatever nature, charitable and sporting circles alike finding in him a ready sympathizer. He represents the London Committee of Lloyd's at Broome, his duties in connection with this agency extending from Port Hedland to the Northern Territory border. He is a member of the Weld Club. In 1900 Mr. Male married Constance, daughter of the late Mr. James Cox, of London, and has three sons and two daughters.

The Honourable JAMES MITCHELL, M.L.A., is a son of the late Mr. W. B. Mitchell, a well-known settler in the Bunbury district. His natural inclination toward agricultural and pastoral pursuits may be attributed to the fact that in his youth he took an active part in farming and stock-raising on his father's property. After finishing his education he was appointed to a junior clerkship in the Bunbury Branch of the Western Australian Bank in 1885. His promotion in the Bank was rapid, and after being transferred to the Geraldton office he was subsequently appointed Manager of the Northam Branch. In October, 1905, Mr. Mitchell was elected as the representative of Northam in the Legislative Assembly, this step necessitating his resigning the position of Manager of the Bank after a service of twenty years in that institution. During his residence in Northam Mr. Mitchell took a keen and practical interest in agriculture. He acquired some of the best land in this wheat-producing centre, and was soon established as one of the most successful wheat-producers and stock-raisers in the district. This practical knowledge was of consider-



Bartleto. Perth.  
HON. JAMES MITCHELL.

able use in furthering the cause of land settlement when chosen by the Moore Cabinet as Honorary Minister in June, 1906. As the Constitution provides for the appointment of only six Ministers there was no portfolio for Mr. Mitchell till January, 1907, when he became Honorary Minister

for Agriculture. He retained this portfolio till June, 1909, when he was appointed Minister for Lands and Agriculture. Brief as was his Ministerial career, Mr. Mitchell soon made his personality felt in the internal and external workings of these two departments. Hostile criticism was freely levelled at Mr. Mitchell's methods, but even his most censorious critics now admit his singlemindedness, his enterprise, his wonderful fertility of ideas, and his undoubted success in promoting the State's usefulness in getting "people on the land." One of his most energetic acts was the promulgation and promotion of what is known as the Civil Service Land Settlement Scheme in 1909. Mr. Mitchell married in 1889 the fourth daughter of Mr. William Spicer, of Bunbury (who was for some years a member of the Legislative Council of Western Australia), and has three sons and one daughter.

**FREDERICK CHARLES MONGER**, representative for York district in the Legislative Assembly, was born at York, Western Australia, on January 19, 1863. He received his education at Wesley College, Melbourne, and upon his return to the Western State followed a mercantile career for about thirteen years in the place of his birth. In October, 1892, he was returned to Parliament by the electors of that district, and continued to represent the constituency for eleven years, at the end of which period he retired. Two years later, in 1905, he again offered himself as a candidate and has held the seat ever since. Previous to his connection with political life he served for some time as a councillor in the local governing body of York. He is a member of the Perth Club. In April, 1895, Mr. Monger married Ethel Margaret, daughter of the late Mr. C. W. Sheridan, one of the first Goldfields Commissioners in Victoria, and has four daughters.

**SAMUEL JOSEPH FORTESCUE MOORE**, J.P., member of the Legislative Assembly for Irwin district, is a son of the late Mr. Samuel Moore, who came to Western Australia in 1832 and settled at Oakover, on the Middle Swan, where he was given a grant of land by the Crown. The late gentleman's brother, Mr. George Fletcher Moore,

who was a member of the Irish Bar, was one of the arrivals by the "Parmelia" in 1829 and was the first Advocate-General for the colony. The two brothers are descendants of a very old North of Ireland family. The subject of this notice was born at Oakover on April 3, 1846, and received his scholastic training at Bishop's College, Perth, where he was a schoolfellow of Sir John Forrest, Mr. Septimus Burt, and other well-known Western Australians. Upon leaving school he entered the Public Service, retiring in 1863, when he went to Queensland, and under the leadership of the late F. T. Gregory made the first survey for assessment purposes of the now famous Darling Downs of that State. In 1867 he returned to Western Australia and entered upon commercial



*Bartolto, Perth.*  
MR. SAMUEL JOSEPH FORTESCUE MOORE.

and pastoral pursuits on the Irwin River at Dongarra, where he continued until 1901. In that year he took up his residence at Claremont, having retired from active business life, and has since devoted himself entirely to his public duties. Mr. Moore has always taken a deep interest in the advancement of the district where he was resident for thirty-three years, and with the development of which he was so closely identified. Having a large stake both in the mercantile and agricultural progress of the place, where he owned not only a thriving farm of 1,100 acres but a well-stocked general store, with a branch business at Mingenew and a considerable interest in the wool industry, his sta-

tion property "Cadgy-Cadgy" being situated some distance inland from Dongarra, he was prominent in those offices which require experience and integrity for their proper discharge. As Chairman of the local Roads Board he did good work for the locality, and in 1876 received his commission of Justice of the Peace for the whole State from the Downing Street authorities, becoming Chairman of the local Bench and senior honorary magistrate for the Victoria district. In 1884 he was offered a seat in the Legislative Council which he refused. Twenty years later he entered the Assembly as member for the Irwin district, and has been returned at the top of the poll at each ensuing election, on one occasion being elected unopposed. He is a Liberal in politics and has consistently maintained this position since the beginning of his Parliamentary career. Mr. Moore is a Commissioner of the Supreme Court of Western Australia. For two years he was President of the Pastoralists' Association, and he is one of the directors of the Western Australian Bank. In 1870 he married Eliza Mary, daughter of the late Rev. Joseph Johnstone, of the Johnstone Memorial Church, Fremantle, and has three sons and six daughters.

**JOHN FRANCIS MULLANY**, who represents the Menzies electorate in the State Legislative Assembly, is a son of the late Mr. Matthew Mullany, of Huntley, near Bendigo, Victoria, where the gentleman under review was born on March 31, 1873. Before reaching his teens he left school, and for about four years followed bush life, subsequently becoming engaged in mining pursuits at Bendigo. Here he remained until 1896, when, obeying the "call of the West," he landed at Fremantle and went straight to Menzies, where he became well known as a prospector, and was identified with the various departments of the mining industry, finally rising to the position of mine manager. Before leaving Victoria Mr. Mullany had interested himself in the Labour movement, and joined the Bendigo Miners' Union in 1890. After his arrival in Western Australia he became one of the foremost spirits in the organization of his Party in the district where he had taken up his residence, and filled various positions—among them the

presidential chair—in the local branch of the old Australian Workers' Association. He also held other public offices, and gained a keen insight into municipal management during the two years in which he served as a councillor at Menzies. On several occasions he declined to submit himself as a candidate for political honours, contenting himself with directing his energies to the support of Senator Buzacott's campaigns. In 1911, however, he was selected to contest the Menzies seat against Mr. H. Gregory, the late Minister for Mines, who had represented the constituency for the lengthy period of fourteen years, and was elected by a large majority. Mr. Mullany at the present time is President of the Menzies Council and of the Australian Labour Federation, of the Prospectors and Leaseholders' Association, and of the Mechanics' Institute and Library. He is a cordial advocate of all kinds of manly outdoor games, having been in his younger days a proficient runner, and has been President of the Menzies Football Club for six years in succession. In 1900 he married Annie, daughter of the late Mr. J. Hogan, of Ultimo, Sydney, and has two sons and three daughters.

**SELBY WALTER MUNSIE**, who represents the Hannans electorate in the Legislative Assembly, was born on September 22, 1870. He received his education at the State school in the Newcastle district and before he was fourteen began work in the timber trade at Wallsend. In 1895 Mr. Munsie sailed for Fremantle, and proceeding straight to the eastern goldfields has followed the mining industry in those localities ever since. He was well known in Labour circles in New South Wales, and since coming to Western Australia has continued to work in the Labour cause. He now occupies the post of General President of the Federated Miners' Union, having previously served as an executive officer and in other capacities. For three successive terms Mr. Munsie has been elected President of the Eastern Goldfields District Council of the Australian Labour Federation, and he is also Chairman of the Board of Directors of *The West Australian Worker*, the official organ of the Labour movement in this State.

**JOHN LEIGHTON NANSON**, M.L.A., was born in Carlisle, Cumberland, and obtained his education in that city's Grammar School and afterwards at the King William



Bustetto, Perth.

MR. JOHN LEIGHTON NANSON.

College, Isle of Man. While still a mere youth he emigrated to South Australia, where he gained some useful colonial experience on a station near Broken Hill. Subsequently he entered the service of the Commercial Bank of South Australia in Adelaide, and on that institution opening a branch in Perth Mr. Nanson was appointed as accountant. When the Bank went into liquidation Mr. Nanson joined the staff of *The West Australian* as its Fremantle representative. He was soon transferred to the head office, and after occupying the sub-editorial chair eventually became leader-writer. In 1897 he visited England, and on his return was appointed Associate-Editor of *The West Australian*. In April, 1901, Mr. Nanson entered the political arena as candidate for the Murchison seat, which he succeeded in winning from the late member by the narrow majority of one vote. Mr. Nanson accepted the portfolio of Minister of Lands in the brief Morgans Ministry, considerably increasing his majority on seeking reelection in his old constituency. From January, 1902, to July, 1903, he led the Opposition. At the general elections of 1904 the Greenough and Murchison electorates were amalgamated into one constituency—Greenough, for which Mr. Nanson was returned by a substantial major-

ity. From January to April, 1904, he acted as Minister without a portfolio in the James Government, when he became Minister for Works, retiring on the defeat of that Ministry in August of the same year. About this time he severed his connection with *The West Australian* and purchased an interest in the now defunct *Morning Herald*. Mr. Nanson's health failing, he, on the advice of his medical attendants, visited Switzerland, afterwards proceeding to London, where he studied law, and after passing the necessary examinations was called to the Bar. After three years' absence he decided to return to Western Australia, and reached Albany just in time to nominate for his old Greenough seat in the general elections of September, 1908, being re-elected before many people were aware of his return to the State. On his re-entry into Parliament Mr. Nanson sat on the Government side of the House. When Mr. Keenan resigned his portfolio in the Moore Ministry in May, 1909, Mr. Nanson took his place in the Cabinet as Attorney-General and Minister for Education. In 1887 he married Janet, daughter of Mr. F. Durlacher. Mrs. Nanson's literary contributions under the *nom de plume* of "Stigma" are well known to readers of *The West Australian*.

**PETER O'LOGHLEN**, M.L.A., representing Forrest electorate in the Legislative Assembly, is a son of Mr. Michael O'Loughlen, of Georgetown, South Australia, of which town he is a native. Educated locally, at St. Joseph's School, he concluded his studies in the first year of his teens and entered upon farming pursuits in the same district. At fifteen he joined the Public Service of South Australia and continued in this connection for some time prior to leaving for Western Australia, where he arrived in 1902 in his twentieth year. For two years he worked on the sawmills of the south-west, and afterwards became identified with the North Coolgardie goldfields, where he spent about six years, principally at Laverton and Menzies. Since his early boyhood he has devoted himself to the study of political economy, particularly in relation to those questions that chiefly affect the great masses of toiling humanity, and has interested himself energetic-

ally and practically in the cause of the worker in the State of his adoption. He became a member of the Timber Workers' Union and subsequently connected himself with the Miners' Union, representing that body at the first Conference of the Federated Miners' Union, by which Conference he was requested to contest a seat in Parliament. Owing to geographical differences he decided not to stand, but at a later date was induced to take the preliminary steps toward entering the political arena, on which occasion, however, he was not the selected candidate of his party. In 1906 he was chosen to contest the Federal constituency of Swan against Sir John Forrest, the Federal Treasurer, by whom he suffered defeat, though he was successful in polling 4,300 votes. Returning to the mines he again came forward at the State general elections of 1908 at the request of the Forrest electors and made his entry into the State Parliament unopposed. In order again to contest the Swan Federal seat against Sir John Forrest he resigned local honours, but, though 10,000 votes were registered in his favour, the veteran knight again came out victorious. His re-entrance into the State Parliament was chal-



*Bartletto,* *Perth.*  
MR. PETER O'LOUGHLEN.

lenged, but he defeated his opponent by a seven-to-one majority, and at the elections of 1911 was again returned unopposed. His constituency is situated in the magnificent timber belts, and he has done yeoman service both in and out of Parliament for that industry. Much of the

heaviest work in connection with the construction of the Labour platform and general organization has fallen to the share of Mr. O'Loughlen, who is the second youngest member of the present Parliament. For the past three years he has been Vice-President of the Australian Labour Federation in this State, and has shouldered the various responsibilities in connection with his office with unflinching devotion to the cause. Apart from his public interests he is interested in a farm in the eastern portion of the agricultural district, where he carries on operations. He is a member of the Celtic Club, and gives his cordial support to all forms of manly outdoor sport.

ARNOLD EDMUND PIESSE, who represents Katanning district in the Legislative Assembly, is a son of the late Mr. William Roper Piesse, of Toodyay, and was born at Guildford on April 2, 1872. He pursued his scholastic education at the Toodyay State School, and having concluded his studies became identified with the commercial staff of the late Mr. George Throssel, C.M.G., merchant, of Northam and Toodyay. After five years in this connection he joined his brothers, Messrs. F. & C. Piesse, merchants and millers, at Katanning, and subsequently took control of the firm's operations, which owes much of its success to his business capacity and enterprise. Upon relinquishing the management he took over the agency department of his brother's business which he carried on for three years under the style of Arnold Piesse & Co. Owing to the great expansion of trade the business was formed into a limited liability company, under the title of the Katanning Stock & Trading Company, of which he is Chairman of Directors. Since this development in the firm's history the subject of our notice has been able to devote the major portion of his time to farming and pastoral pursuits, and also concerns himself in a practical manner with the efforts made by various public organizations for the good of the district. He is a Justice of the Peace for the whole of the State, and for eleven years was Chairman of the Katanning Roads Board, also occupying the presidential chair of the Great Southern Districts Pastoral and Agricultural Society for two successive periods. Upon the retire-

ment from Parliament in November, 1909, of his brother, the late Hon. F. H. Piesse, C.M.G., he was returned unopposed to a seat in the Assembly as a supporter of the Moore Govern-



*Bartletto,* *Perth.*  
MR. ARNOLD EDMUND PIESSE.

ment, and at the general elections of 1911 again received election by a substantial majority. Mr. Piesse has been twice married, first to Margaret Mary, daughter of the late Mr. Stephen Chipper, of Perth, by whom he had two daughters and a son. This lady died in 1902, and by his present wife, Lillie, daughter of the late Mr. James Johnston, of Tynemouth, England, whom he married in 1904, he has issue a daughter.

ALFRED NAPOLEON PIESSE, J.P., who represents the Toodyay district in the State Legislative Assembly, is a native of Western Australia, having been born at Guildford on July 21, 1866. He is a son of the late Mr. William Roper Piesse, one of the early pioneers who came to the State in the year 1841, and is one of eight brothers, several of whom have materially assisted in the development of the young country and served the best interests of the community in Council, Parliament, or commercial enterprise. Having completed his scholastic training at the Northam State school, Mr. A. N. Piesse entered the Telegraph Service as messenger, and at the same time gained an insight into the farming industry on his brother's property.

After three years he relinquished his connection with the Civil Service in order to join Messrs. F. H. and C. A. Piesse in their business establishment at Williams, but subsequently re-entered the Telegraph



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MR. ALFRED NAPOLEON PIESSE.

Department as assistant operator, and was in turn telegraphist at Esperance, Israelite Bay, and Bremer, finally being transferred from his last station at Albany to the Law Department as Clerk of Courts at Toodyay. This post he held for over five years, at the end of that period being promoted to the office of Resident Magistrate for the same district. Within three years he voluntarily resigned this position in order to engage in horticultural pursuits, and has now a very fine orchard near Toodyay on his property, which is known as "Key Farm." He combines the cultivation of various cereals with his other operations and carries on mixed farming with excellent results. Mr. Piesse has always given a great deal of consideration to the affairs of the district in which he resides, and has made a study of matters connected with its best development. Besides being President of the local Agricultural Society for some time he has filled the post of Chairman of the Toodyay Fruitgrowers' Association and represented Western Australia at the Commonwealth Fruitgrowers' Conference at Melbourne in March, 1911. At the close of his Civil Service career he was appointed to a commission of Justice of the Peace. As Chairman for the past four years

of the Toodyay Roads Board, a committeeman of the Mechanics' Institute, a member of the local race club, and a prominent official of St. Stephen's Church of England he has been active in his support of the various institutions of the place, and all charitable movements find in him a patron and a sympathizer. In October, 1911, the electors of the district displayed their appreciation of his qualities as a citizen by returning him as their representative to the Legislative Assembly. He is a member of the Toodyay Club and of the Western Australian Club, Perth. In 1898 Mr. Piesse married Ada, daughter of Mr. J. M. Lloyd, of "Nardie," Toodyay, and has two sons and two daughters.

WILLIAM PRICE, representative for Albany district in the Legislative Assembly, is a son of Mr. Henry Price, of Chepstow, South Wales, where the subject of this notice was born on April 16, 1869. He was educated at the National School in his native town, and at the conclusion of his scholastic training came to Australia, landing at Brisbane in 1885. Here he was identified with bush life for some years.



*Bartolletto.* *Perth.*  
MR. WILLIAM PRICE.

but abandoned this in order to enter upon a clerical position in Forbes, New South Wales. After spending six years in the Mother State Mr. Price sailed for Western Australia in 1896 and became engaged in mining and prospecting on the eastern

goldfields, without, however, meeting with any success. Eventually, in 1904, he took up Press work, joining the staff of the *Kalgoorlie Sun* and the *Western Australian Truth*, and followed up his career until 1909, when he entered upon a Parliamentary career. He was first returned at a by-election for the Albany constituency, and at the general elections of 1911 was again successful, the figures polled at previous elections being doubled in his favour on this occasion. Mr. Price's connection with the Labour Party dates back to 1899, when he was organizer for the General Labourers' Union in the western district of Queensland. He occupied the same position at a later period for the Australian Shearers' Union in New South Wales, and in this State, prior to his return to the House, was associated with the Miners and General Workers' Union, and is now President of the Shearers' Union. In 1898 he organized the first branches of the Australian Workers' Association in the Leonora and Mount Morgan districts. Mr. Price finds congenial occupation for his leisure hours in writing for the local Press. He married Sarah Ann, daughter of the late Mr. William Loxley, of Forbes, New South Wales, and has three daughters.

BARTHOLOMEW JAMES STUBBS, who represents the Subiaco electorate in the Legislative Assembly, was born on May 31, 1872. Upon leaving school he was apprenticed to the tailoring trade, and subsequently followed his calling in various parts of Victoria. In 1894 he left for Western Australia and secured employment in Perth, becoming one of the foundation-members of the Perth Tailors' Union in 1896. He has occupied the presidential chair of this organization, and at the present time (1911) fills the offices of Secretary of the Union and delegate to the Metropolitan Council of the Australian Labour Federation. He was the first President of the Amalgamated Tailors and Tailoresses' Union on the eastern goldfields, where also he was elected Vice-President and afterwards President of the Trades and Labour Council, his introduction to the Labour Party having taken place in 1890, when he first joined a trade-union. In 1910 he contested Central Ward in the Subiaco muni-

city, but failed to secure election to the Council. Two years prior to this Mr. Stubbs' name had come before the Labour Party selection ballot in connection with the State elections for that year, and though not then chosen, in 1911 he was selected unopposed to stand in the interests of the Labour Party for the Subiaco seat, and after a well-contested fight was returned against Mr. H. Daglish, the late Minister for Works, with a majority of sixty votes.

SYDNEY STUBBS, member of the Legislative Assembly, is a son of the late Mr. William Stubbs, of Victoria, and was born at Warrnambool, in the western district of that State, on July 19, 1861. He was educated in Victoria, and after following the profession of a teacher in the Education Department for some time became engaged in the clerical branch of the firm of Messrs. John Danks & Son, engineers, of Melbourne. Eventually he acquainted himself with all departments of the business and undertook the duties of colonial traveller, remaining in this employ until 1894. During his periodical visits to Western Australia Mr. Stubbs formed the opinion that the "Cinderella" State would ultimately become Queen of the Commonwealth, and in the above-mentioned year, in conjunction with Mr. Frederick Drake, now of Melbourne, he purchased the hardware business in Hay Street formerly carried on as Alfred Shaw, Limited, and for some years conducted a very extensive trade. In 1907 the concern was purchased by Messrs. Sandover & Co., and Mr. Stubbs entered upon pastoral pursuits at Wagin, in the south-western district of the State, where he still continues. In 1909 he purchased a general store business at that centre and took into partnership Mr. William Jeffrey. He has maintained an active connection with public life during the past seventeen years, and on four occasions was returned unopposed as Mayor of Claremont. Twice he received election to the Perth mayoral chair, once unopposed, and in May, 1908, was elected to a seat in the Legislative Council as representative for the Metropolitan-Suburban district. He resigned the seat in 1911 in order to contest the new electorate of Wagin in the House of

Assembly in the interests of the Liberal Party, of which he is a staunch supporter, and was returned by a substantial majority. Mr. Stubbs was connected with the Chamber of Commerce for fourteen years and acted as Vice-President of that body. For a term he has been



Hartletto. Mr. SYDNEY STUBBS. Perth.

identified with many charitable and public institutions, having occupied a seat on the Board of the Perth Public Hospital for a lengthy period and acted on the Council of the Blind Asylum, Children's Hospital, and Royal Agricultural Society, of which latter body he is a life member. He has been a member of the Masonic craft for over a quarter of a century, and in 1909 represented Western Australia as a delegate at the Imperial Conference of Chambers of Commerce of the Empire held in Sydney, New South Wales. For many years he took a leading part in the affairs of the Congregational Church at Claremont, in which he always displayed a deep interest. He is one of the founders and President of the Claremont Yacht Club which owes much to his support, and is a keen angler, besides giving his support to all clean and healthy outdoor sport. Mr. Stubbs married in 1891 Martha Harriet, daughter of the late Mr. Nicholas Jeffrey, of Eaglehawk, Victoria, and has a son and four daughters.

HERBERT GRAHAM SWAN, who represents North Perth in the Legislative Assembly, was born at

Dapto, New South Wales, on August 23, 1875. At fifteen years of age he was apprenticed to the engineering trade in the New South Wales Railways Department, but later was identified with the mining industry for a brief period. Mr. Swan came to Western Australia in 1896 under engagement to the State Railways Department, and continued in the Service until his election to Parliament in 1908, when he resigned. In 1901 he joined the Railways Association and was elected to a seat on the Executive Committee of that body, which is now known as the Amalgamated Society of Railway Employés. From 1905 to 1908 he filled the presidential chair, in the former year also being elected President of the Metropolitan Labour Council. As President of the Amalgamated Society of Railway Employés he represented the Western Australian Branch at the Federal Conference held in Sydney in 1905. His connection with Parliamentary life began in 1908, when he was returned by the members of his present constituency to a seat in the Assembly, which he held against strong opposition at the general elections of 1911, defeating his opponent by a large majority.

GEORGE TAYLOR, Chairman of Committees (1910-11) and representative for Mount Margaret in the House of Assembly, was born at Campbelltown, near Sydney, on May 16, 1861. He was educated privately, and from the age of twelve years was employed in various occupations and as a shearer on pastoral properties in New South Wales and Queensland. He remained in the Northern State for upwards of twenty years, and while there was a prime mover in the formation of a Shearers' Union, afterwards becoming a paid officer of the organization. The administration of the Australian Labour Federation also claimed a large portion of his energies, and he was a foremost advocate in all matters affecting the welfare of the various Labour bodies. The year 1894 witnessed Mr. Taylor's arrival in the Western State, where he immediately turned his attention to seeking the precious metal in the districts surrounding the Coolgardie township. Meeting with but nominal success, he went to work in the Mount Samuel Mine, and while in

this district he was instrumental in forming a local branch of the Australian Workers' Union. In 1901, at the request of a large number of friends, Mr. Taylor became a candidate for the Mount Margaret seat in the Legislative Assembly, his opponent being Mr. J. W. Hall, at that



MR. GEORGE TAYLOR.

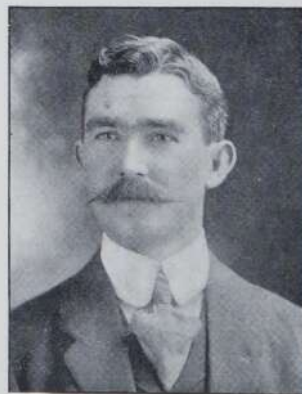
time a well-known mining magnate. The contest was strenuously fought, but victory ultimately rested with Mr. Taylor by a narrow majority of 72 votes. Mount Margaret is the largest electorate in the State, and since the memorable fight just recorded Mr. Taylor has continued to represent it without a break. As Colonial Secretary in the Daughly Ministry (1904) he was responsible for the introduction before the House of several important Bills, and at the opening of the Parliamentary Session of 1910 he was elected to the office of Chairman of Committees of the Legislative Assembly.

**WILLIAM LEMEN THOMAS**, M.L.A., was born near Kilmore, Victoria, on September 25, 1872. At the conclusion of his education he qualified himself for the pharmacy profession, securing his diploma of M.P.S. in New South Wales. He came to Western Australia in 1893 and for a time held the position of assistant dispenser to the Government Hospital at Kalgoorlie. In 1894 he commenced business on his own account as a chemist in that town, seven years later establishing himself in Perth. A few years later

Mr. Thomas removed to Bunbury and opened his present dispensary, since when he has carried on continuously at this centre. At a very early period of his career he associated himself with the Labour movement and held the post of President of the Political Labour League at Bunbury until this body was merged into the Australian Labour Federation. In 1908 he contested the Sussex seat in the Labour interest against Mr. Frank Wilson, at that time Treasurer in the Moore Government, but suffered defeat. He then became a candidate for the South-West Province in the Legislative Council, but without success. He next contested the by-election for the Bunbury seat rendered vacant by the retirement of Sir Newton Moore, and was returned, being re-elected for the same constituency in 1911. Mr. Thomas is a keen supporter of an Inner Harbour for Bunbury, which has the fourth largest shipping tonnage of the Commonwealth.

**PHILIP JOSEPH TURVEY**, who represents the Swan electorate in the State Legislative Assembly, was born at Glenorchy, Victoria, on June 25, 1875. He received his education in the Victorian State schools, finishing at the Stawell Grammar School and the School of Mines in the same town. Joining the Education Department, he continued on the teaching staff in Victoria for eight years, at the end of which period he applied for six months' leave of absence in order to visit the Western State and find out what prospects offered to members of his profession there. Even before leaving Melbourne he received an appointment as teacher at Northam, and in January, 1898, joined the Western Australian Education Department and entered upon his duties as assistant master at the above-mentioned place. Subsequently he was placed in charge of schools at Greenbushes and Narrogin successively, and at a later date temporarily left the department to enter upon the management of a general store at Pingelly. While thus engaged he contracted typhoid fever, which laid him aside for twelve months, and upon recovery was stationed at Northam in charge of the senior and technical classes. From there he was transferred to West Northam, and thence to Mundaring

as headmaster, which position he relinquished when entering upon the campaign which terminated in his election by the Swan constituency in 1911. Mr. Turvey possesses a good knowledge of municipal and allied work, having been for a time a member of the Northam Municipal Council, in which he was the first direct representative of Labour. He has also held office on Roads Boards and has obtained considerable experience of the requirements of country districts. He was president of the A.L.F. in Northam and for many years has been a prominent member of the Labour Party. In 1904 he was the nominee of the Northam district for the selection ballot for the Federal Senate, and later was nominated by the Cunderdin Branch for the selection ballot for Northam electorate. He was for some years Secretary of the Australian Natives' Association, and obtained his early training in public speaking in various literary and debating societies. For two years Mr. Turvey occupied the post of Vice-President of the Western Australian Teachers' Union, and was editor and business manager of the journal issued by this organization. He has been appointed by the present Government a member of the University Site



MR. PHILIP JOSEPH TURVEY.

Committee. He takes a prominent interest in matters horticultural and is Patron of the Mundaring Society, of which he was Hon. Secretary for a couple of years. A member of the Ancient Order of Foresters, he holds office as Past Chief Ranger of that body. The form of sport which com-

mands his loyal adherence is rifle-shooting, and in 1909 he was selected as one of the team of fourteen which represented Western Australia's 5,000 riflemen in the Commonwealth match held in Victoria. He is a member of the executive of the National Rifle Association, and until recently was Hon. Secretary of the Metropolitan Rifle Union. He is Vice-President of the Western Australian Athletic Association, of which for two years he was Hon. Secretary. In 1901 Mr. Turvey married Annie, daughter of the late Mr. John Draffin, of Boort, Victoria, and has two sons and a daughter.

**RUFUS HENRY UNDERWOOD**, who represents the North-West district of Pilbara in the Legislative Assembly, was born near Ballarat, Victoria, on December 31, 1863, and, having but few opportunities of early scholastic training, spent his childhood in such occupations as were offered by life in the bush. When seventeen years of age he was apprenticed to the bootmaking trade in Victoria, and followed this calling for some time in his native State and in South Australia, where he spent a considerable period, being President of the Bootmakers' Union there. In 1895 Mr. Underwood came to Western Australia, and for the ensuing nine years turned his attention to the mining industry and allied pursuits. At the present time he has interests in both mining and agriculture, and in addition to owning a share in a gold mine in the Nullagine district he has a farm at Tammin. He began his political career in 1906, when on the occasion of a by-election he was returned by the electors of the Pilbara constituency to a seat in the Legislative Assembly. In 1911 he was again a candidate for the suffrages of the district and was honoured by a majority of votes.

**HARRY BROWN, J.P.**, formerly representative for Perth in the Legislative Assembly, was born at Leighton Buzzard, Bedfordshire, on May 6, 1863. He is a son of Mr. Thomas Brown, of the same county, and received his education in his birthplace. The serious side of his career was embarked upon when he entered

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**A. A. WILSON**, member for Collie in the House of Assembly, is a native of Scotland, and upon leaving his native land proceeded to Victoria, where he was employed in the coal-mining industry at South Gippsland. He early became identified with the Unionist movement, and occupied the post of Secretary of the Miners' Union in the sister State during the long industrial dispute which occurred there in the early nineties. On the occasion of the second federal election he contested the Flinders seat in the House of Representatives, but was defeated, and shortly afterwards he came to Western Australia, where he became prominently associated with coal-mining, and acted as Secretary of the Collie Miners' Union. At the general elections of September, 1908, he was returned to represent the district in the House of Assembly, and was re-elected unopposed in November, 1911.

**Major EVAN ALEXANDER WISDOM, J.P.**, representative for Claremont district in the House of Assembly, is a son of the late Mr. Francis William Wisdom, merchant, of Inverness, Scotland, where the gentleman under review was born on September 29, 1869. Major Wisdom gained his first military experience in Edinburgh, where he served in the Infantry Battalion, and afterwards for nearly two years in the Midlothian Coast Artillery. In Western Australia he was among the first to receive a commission upon the taking over of the Defence Department by the Commonwealth, being granted a lieutenancy in order to take command of the Cannington Mounted Infantry, upon the resignation of Captain Clydesdale. After serving in this capacity he was appointed Adjutant to the 18th Light Horse Regiment, and for a time was Acting Staff Officer for Light Horse. While

the last three Western Australian Commonwealth contingents were under training Major Wisdom was Staff Officer of the camp at Karakatta, under Lieutenant-Colonel Campbell. During an absence in England he was placed on the unattached list for two years, resuming



Bartletto, Perth.  
MAJOR EVAN ALEXANDER WISDOM.

duty on his return; and quite recently he was gazetted Brigade-Major of the newly-formed Western Australian Brigade. Major Wisdom has devoted much of his time to the business of the municipality wherein he resides, and for the past three years has filled the office of Chief Magistrate of the district. At the election of 1911 he took the field as a supporter of the Wilson Administration and was returned as member for Claremont, the campaign being a strenuously fought one. Major Wisdom is a member of the Masonic fraternity and of most of the leading clubs of Perth. He married a daughter of Mr. Francis Jackson, of Edinburgh.

## PAST MEMBERS.

the office of the land steward of the Baroness Mayer De Rothschild, of Mentmore, Buckinghamshire, where he continued for a period of seven years. The death of the Baroness taking place the estates became the property of Miss De Rothschild, who shortly afterwards married Lord Rosebery. In 1883 Mr. Brown determined to tempt the

fickle goddess Fortune in other climes, and forthwith took passage to South Africa, where he entered the ranks of the Cape Mounted Rifles, seeing active service with the regiment on both the Pondoland and Basutoland borders. Becoming surfeited with the exciting life he purchased his discharge, and once more found himself on the high seas, this



time bound for Australian shores. He disembarked at Western Australia and soon found a position in the office of Messrs. Stone & Burt, solicitors, with whom he continued for five years, relinquishing this employ to accept the secretaryship of the Perth



*Bartletto, Perth.*  
MR. HARRY BROWN.

Benefit Building Society. He fulfilled the duties attached to the post with consummate tact, his urbane manner and geniality gaining for him the confidence alike of shareholders and clients. During the years of his residence in Perth his popularity secured him a large circle of friends, and on the first occasion that he aspired to municipal honours he was returned with a handsome majority, defeating a strong opponent in the person of the retiring councillor, Mr. C. Oldham, M.L.A. The contest, which took place in November, 1898, created an appreciable stir and resulted in a record number of votes being polled. Within a short time of his election to the Council he was appointed one of the city's representatives on the Fire Brigades Board, of which at the present time he is Chairman, and he is also Secretary of the Perth Roads Board. In 1901 he was elected Chairman of the Municipal Works Committee, and in the following year was elevated to the mayoral chair, retaining that office for three years. The various public offices thus far filled by Mr. Brown were but stepping-stones to greater honours, and at the election in 1904 he was nominated as a candidate for the Perth seat in the House of Assembly, the electors of the district showing

their appreciation of his past efforts on their behalf by returning him with a sound majority. He is a Justice of the Peace for the State of Western Australia, a member of the Licensing Bench for the Perth Magisterial district, and Deputy-Chairman of the Perth Hospital Board. While he is a hearty supporter of all outdoor recreation, Mr. Brown derives most pleasure from cricket, and it is singularly appropriate that he should have filled the office of Managing Trustee of the Western Australian Cricket Ground. Mr. Brown's marriage took place in 1891 with Minnie, eldest daughter of Mr. R. Pether, of this city.

W. J. BUTCHER, who represented the Gascoyne district in the



MR. W. J. BUTCHER.

House of Assembly from 1901 to 1911, is a native of Tasmania, having been born at Richmond, in the "Apple State," in July, 1858. He received his education at a private school in Melbourne, Victoria, and came to Western Australia in the year 1877. Immediately after his arrival he turned his attention to mercantile pursuits, but at a later date engaged in the pastoral industry. In 1901 he offered himself as a candidate for the Gascoyne seat in the Legislative Assembly, and was successful in carrying the day, defeating the then sitting member, Mr. David Forrest. He continued to represent the constituency until 1911, when he was defeated at the elections held in October of that year. Some

twenty years ago Mr. Butcher was gazetted a Justice of the Peace for the State of Western Australia. He is largely interested in the pastoral industry of the State, being part-owner of the Boolathana Station, in the Gascoyne district. In 1910 he was elected to fill the presidential chair of the Pastoralists' Association of Western Australia, and in the following year was re-elected for a second term, besides which he acts on the Boards of several important financial institutions at Perth. Mr. Butcher married in 1891 Margaret, daughter of the late Mr. Thomas Brockman, a brother of the founder of Boolathana Station, and has a surviving family of two sons and three daughters.

HENRY DAGLISH, Minister for Works in the Wilson Administration, was born at Ballarat, Victoria, in 1866, and received his education at Geelong, afterwards matriculating at the Melbourne University. He started in life as an apprentice to the engineering trade in 1882, but abandoned it in the following year to enter the public service of his native State. He remained in the Service until 1895, when he resigned to go into business, and in 1896 contested the South Melbourne seat in the Legislative Assembly. Being unsuccessful, he turned his steps



*Bartletto, Perth.*  
MR. HENRY DAGLISH.

toward Western Australia and entered the Public Service there in

1897, remaining until 1901, when he resigned to contest the Subiaco seat in the Western Australian State Assembly. He was returned by a large majority as a Labour member, and continued to represent the constituency until the elections of 1911, when he was defeated by a narrow majority. From August, 1904, to August, 1905, he was Premier of the State, being at the head of the first Labour Government in Western Australia. He occupied the position of Chairman of Committees from 1907 to September, 1910, when he resigned to become Minister for Works in the Wilson Government. In the municipal affairs of Subiaco he has for many years been a prominent figure, having sat as a councillor in 1900-1, since which time he has been Mayor of the municipality on several occasions. In 1912 he was appointed to the office of employers' representative in the Court of Arbitration. Mr. Daglish married in 1894 Edith, daughter of the late Mr. Charles Bishop, of Smythesdale, Victoria.

The Honourable HENRY GREGORY. To no one, perhaps, can the credit for the development of mining in the State during the past decade be better assigned than to the Honourable Henry Gregory, who with but a slight intermission guided the destinies of the Mines Department from early in 1901 to October, 1911. Born at Kyneton, Victoria, in 1860 and educated in that State, Mr. Gregory opened a store at Rochester at the early age of sixteen, remaining in business there until 1892, when the sensational reports of the great gold discovery attracted him to the West. Organizing a prospecting party he landed at Albany in September, 1893, and proceeded to Coolgardie *via* Fanny Cove and Dundas. The pilgrimage resulted in four months' hard-earned experience and 4s. 6d. worth of gold found. After visiting in turn the Old Camp and Kalgoorlie the future Minister first opened a store at the Ninety-mile; thence he proceeded to Menzies and engaged in business there. From that time onward he has been closely identified with the fortunes of that town, being elected Chairman of the Progress Committee in 1895 and the first Mayor of Menzies in 1896, on that township being declared a municipality. In the same year he was made a J.P. for the North Cool-

gardie goldfield. On the creation of the North Coolgardie constituency Mr. Gregory opposed Mr. Hugh Mahon—now M.H.R. in the Federal Parliament—a strenuous fight resulting in a victory for the former, a success which was afterwards repeated nine times against several political aspirants of varying degrees of ability. Thus Mr. Gregory enjoyed the continued representation of the Menzies electorate for a period of fourteen years, with the exception of the brief period in 1908, when his opponent, Mr. (now Senator) Buzacott, was declared elected, an election which was subsequently declared illegal, and the second election resulting in an unmistakable majority for Mr. Gregory. He held for over nine years the portfolio of



Bartolto,

Perth.

HON. HENRY GREGORY.

Minister for Mines in the Leake, James, Rason, Moore, and Wilson Governments, in the last three of which he was Minister for Railways. During Mr. Gregory's career as Minister for Mines the Mines Department witnessed many important and far-reaching changes and reforms in connection with internal administration and the mining industry generally. The Kalgoorlie School of Mines was lifted from the realm of immature proposals, established, and placed upon a high plane of usefulness. Ten Mining Acts were consolidated into one comprehensive enactment which was pronounced by a Special Mining Commissioner of the United States to be wonderfully symmetrical and carefully balanced, and which, in the

prospector's parlance, now stands as "Gregory's Act." The Mines Regulation Act of 1906 and regulations thereunder, framed by the then Minister, and containing as they do the most beneficent provisions for the safety and well-being of the working miner, stand, too, as a monument of careful regard for the welfare of those most closely affected by mining conditions. The Mining Development Act, as well as the Inspection of Machinery Act, owes its birth to Mr. Gregory. He was the first to place the granting of exemptions on a sound basis—that is, the granting of exemption by right on expenditure incurred—and to stop the iniquitous practice that formerly prevailed of giving away freeholds of lands of this State in exchange for the conditional surrender of the surface rights of gold-mining leases—a practice which has apparently gone for ever. The State battery system he made peculiarly his own, establishing these great aids to prospecting (in conjunction with water supplies) in districts throughout the State where his judgment directed, a practice which resulted in great good to the mining industry generally. He also initiated the prospecting area, which enables a miner to hold 18 acres of mineral country without paying rent, but subject to his carrying on development work. In the Railways Department likewise the evidences of Mr. Gregory's well-directed policy are abundant. A comparison of the year before he assumed control of the Railways Department with the year 1910 shows that the working expenses were reduced by over £160,000, notwithstanding the fact that the mileage of the railways increased by over 500, while the percentage of working expenses to earnings was reduced from 78.1 to 66.99, which on the past year's revenue amounts to over £196,000. On several occasions Mr. Gregory filled the office of Acting-Premier, and in 1911, in the absence of the Premier (Honourable F. Wilson) at the Coronation festivities, he again discharged the duties incidental to that office. In 1907 Mr. Gregory was invested with the Chevalier Cross of the Crown of Italy.

JOHN SYDNEY HICKS, M.D. (Lond.), L.S.A., who represented Roebourne district in the Legislative

Assembly from 1900 to 1908, is a son of the late Mr. James Sampson Hicks, of Falmouth, Cornwall, where he was born in 1864. He received his primary education at the Falmouth Grammar School, matriculating at London University. Upon obtaining his medical diploma he was appointed house surgeon and physician to the London Hospital in 1888, and continued to fill this post for about a year, during which period he took his M.D. degree. In 1890 Dr. Hicks left for Western Australia and upon arrival in the State proceeded to Roebourne as District Medical Officer, remaining there until 1898. In that year he took a trip to England, and upon his return in 1900 turned his attention to public life, being elected unopposed for the Roebourne seat in the State Legislative Assembly. He was re-elected in 1904 and again returned in September, 1905, subsequently holding the portfolio for Labour and Commerce in the Rason Ministry. After resigning this portfolio Dr. Hicks continued in the Assembly as private member until 1908, when he declined further nomination. He established his present professional



Bartletto, Perth.

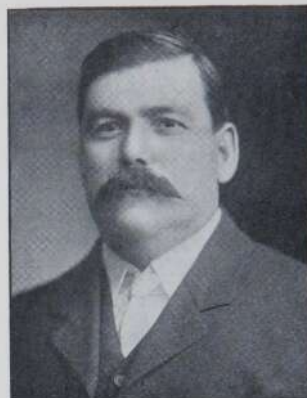
DR. JOHN SYDNEY HICKS.

practice at Guildford in 1906 and has continued there ever since. He is a member of the Medical Board of Western Australia and also occupies a seat on the Midwifery Board, the special function of which is to deal with the registration of midwives. He is fond of shooting and finds

recreation chiefly in the exercise of his skill in this direction, also giving a considerable amount of his attention to motoring. In 1899 he married Margaret, daughter of the late Captain R. R. Pearce, of Cornwall, England, and has a son and a daughter.

Sir NEWTON JAMES MOORE, K.C.M.G. The present Agent-General for Western Australia, Lieutenant-Colonel the Honourable Sir Newton James Moore, K.C.M.G., was born at Bunbury on May 17, 1870, and was educated at Prince Alfred College, Adelaide. On leaving school he became a pupil of the late Mr. Alexander Forrest, C.M.G., F.R.G.S., then a leading surveyor, and was engaged in the survey of the Great Southern Railway. Passing his examinations in 1894 he immediately set up as a Licensed Surveyor, being for many years retained as a Government Contract Surveyor. An intimate knowledge of the timber country gained during his survey work made his services of particular value when the jarrah timber companies were being floated on the London market. His entry into public life was made in the Bunbury Town Council, of which he was a member for several years, first as a councillor and afterwards as Mayor. In 1904 he was persuaded to seek Parliamentary honours, and at the elections of that year gained the Bunbury seat in the Legislative Assembly, a position he continued to occupy until 1910, when he resigned to accept the Agent-Generalship of the State. During the greater part of his term in Parliament he has been a Minister of the Crown: first as Minister for Lands (1905-6), then as Premier and Minister for Lands (1906-9), and lastly as Premier and Colonial Treasurer (1909-10). Sir Newton as Premier has attended several Premiers' Conferences with distinct advantage to the State of his birth, and at the end of the session of 1909 proceeded to England to reorganize the office of the Agent-General and to extend the operations of the Immigration Department. To the efforts of himself and his colleagues may largely be ascribed the great increase in the number of immigrants to Western Australia during the past couple of years. While in London he was graciously received by His Late Majesty King Edward VII., and was the last colonial statesman to whom that

monarch gave audience. Unfortunately on his return from England his health gave way, and he was forced to relinquish his Parliamentary



Bartletto, Perth.  
SIR NEWTON JAMES MOORE.

offices. On his recovery early in the present year he accepted the position of Agent-General for Western Australia. He was created C.M.G. in 1908 and was raised to the dignity of K.C.M.G. in 1910. In military affairs Sir Newton Moore has been particularly active, having held a commission for over sixteen years. He raised the first Mounted Infantry Corps in the State, commanded the 18th Regiment Australian Light Horse from 1901 to 1908, and since that date has commanded the Western Australian division of the Australian Intelligence Corps. In 1898 he married Isabel, daughter of Mr. John Lowrie, of the Ferguson, Western Australia, and has several children.

The late Honourable FREDERICK HENRY PIESSE, C.M.G., J.P., ex-member of the Legislative Assembly, is the eldest son of the late Mr. William Roper Piesse, an early pioneer of the State, who, after spending some eight years in pastoral pursuits, entered the Government Service in 1850 and retired in 1893, his demise occurring the following year. The subject of this review was born at Northam, Western Australia, on December 6, 1853, and was educated at the State schools of Guildford and Northam. After a short experience of mercantile life,

in conjunction with Mr. E. von Bibra, he opened up the pearling industry at Shark Bay in 1872. Three years later he relinquished this en-



Bartletto, Perth.  
HON. FREDERICK HENRY PIESSE.

terprise and became connected with the Post and Telegraph Department at Williams River, a position he held until 1880. In that year he resigned in order to join his brother, the Honourable C. A. Piesse, M.L.C., in establishing the well-known business of Messrs. F. & C. Piesse, general merchants and importers, of Williams and Arthur River district. Subsequently Katanning was chosen as their headquarters, branches being opened at Wagin Lake and Narrogin. At Katanning the firm erected a flour-mill and granaries, opened an aerated waters factory, and planted a large vineyard and orchard. In 1880 Mr. Piesse was elected a member of the Williams Roads Board and subsequently was made Chairman, which position he filled until his departure for Katanning in 1889. Here he occupied a similar post, relinquishing the chair six years later when departing to temporarily reside at Perth. In 1889 he was gazetted a Justice of the Peace for the whole State, and in the ensuing year, upon the introduction of responsible government, he was nominated and returned unopposed as Representative for the Williams district in the Legislative Assembly. In January, 1894, he was appointed a member of the newly-constituted Board of Agriculture, resigning the seat in June, 1896. He succeeded Mr. Venn as Commissioner of Railways and

Director of Public Works in the Forrest Administration on April 1, 1896, and held this portfolio for over four years, during which time the mileage of existing railways increased from 588 to 1,353 and the revenue from £529,616 to £1,293,312. He was responsible for the introduction of many important improvements in connection with the working of the railways, notable among them being the lighting of cars by electricity, the provision of lavatory cars, improved second-class accommodation, the installation of interlocking and signalling apparatus at all important railway stations and crossings, and the electric staff system. The construction of the Fremantle Harbour Works, the Bunbury breakwater, and various large tanks for the Goldfields Water Supply and subsequently the Coolgardie water scheme was undertaken during Mr. Piesse's administration, and important public buildings were erected, including the Perth Observatory, Victoria Public Library and Museum, the Royal Mint, additions to the Perth Public Hospital, the Perth Markets, etc. In 1900 he carried out the duties of Acting-Premier during the absence of Sir John Forrest, and prior to this, in 1897, was elected a representative to the Federal Convention meeting in Adelaide. He resigned his portfolio in August, 1900, on account of a difference of opinion between himself and his colleague, Sir John Forrest, regarding the recognition of the Railways Association, which he considered an unwise proceeding under the proposed conditions. Upon the formation of the Throssell Ministry he was offered, but declined, the portfolio of Lands, and after the general elections of 1901, when the Leake Ministry came into power, he was unanimously elected Leader of the Opposition. In 1908 Mr. Piesse retired from Parliamentary life, the constant clatter of party warfare proving too severe a strain for his physical endurance. By Royal permission he was allowed to retain the title of Honourable, a notification to that effect appearing in *The London Gazette* of October, 1900, and the distinction of C.M.G. was conferred upon him in token of valuable services rendered to his country. In 1878 he married Mary J., daughter of Mr. Thomas Chipper, of Kojonup, and had four sons and a daughter. Mr. F. H. Piesse died at Katanning on June 29, 1912.

The Honourable TIMOTHY FRANCIS QUINLAN, formerly Speaker of the Legislative Assembly, was born at Borrisokane, County Tipperary, Ireland, in 1861, and arrived in this State with his parents in 1863. Within a short time after his arrival he had the misfortune to lose both father and mother, but by the kind assistance of Bishop Gibney found a home with Mr. J. T. Reilly, then a storekeeper of Perth and afterwards proprietor of *The Northam Advertiser*. After receiving an education at the Catholic Boys' School in Perth, at the age of fourteen, he entered the firm of Messrs. J. H. Monger & Co. After some years' service with this firm he left to join Messrs. McRae & Co. at Roebourne, returning to Perth at the end of two years to start business on his own account as proprietor of the Shamrock Hotel, from which he retired in 1892 to devote himself to the large landed and mercantile interests which he had acquired in and round Perth and Fremantle. His entrance into public life took place in 1890, when he was elected unopposed to the City Council as representative of the Central Ward. This position he held for over twelve years, finally retiring in 1892 after un-



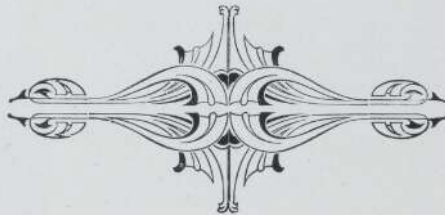
Bartletto, Perth.  
HON. TIMOTHY FRANCIS QUINLAN.

successfully contesting the mayoralty with the late Mr. W. G. Brookman. During his term as a Councillor he was an active factor in the municipal life of the community, and on several occasions he acted in the capacity of Mayor in the absence of that functionary. On the establishment of responsible government in 1890

he was elected to represent West Perth in the first Parliament, holding the seat for three and a half years. At the elections of 1894 he was defeated by the late Mr. Barrington Wood, but in 1897 was returned to represent Toodyay, and continued to represent that constituency until the elections of 1911. In the Morgan Ministry of 1901 he held the portfolio of Minister for Works. For some time previous to 1905 Mr. Quinlan filled the position of Deputy-Chairman and Chairman of Committees, and in that year was elected to the position of Speaker of the House. The post had been offered to him in the previous year,

but unfortunately he was compelled for health reasons to decline it. In directions other than Parliamentary and municipal the subject of our sketch has also served the community. In 1893 he was appointed a Justice of the Peace for the State, and some years ago was made a Police Magistrate without remuneration. In religious affairs he is a staunch supporter of the Roman Catholic Church, and has for many years been very closely associated with its administration and interested in its many organizations. In 1899 the late Pope Leo XIII. graciously bestowed upon him the title and insignia of a Knight of the

Order of St. Sylvester. For sixteen years past Mr. Quinlan has been a member of the Perth Public Hospital Board of Management, of which he has acted as Chairman for many years. He is also a Vice-President of the Institute for the Blind and a member of the Committee of the Deaf and Dumb Institution. He further holds the position of Trustee under the University Endowment Act, and is intimately connected with many commercial and financial institutions. In 1883 he married Teresa, daughter of the late Mr. Daniel Connor, of Toodyay, and has five sons and three daughters. Mrs. Quinlan died in 1904.

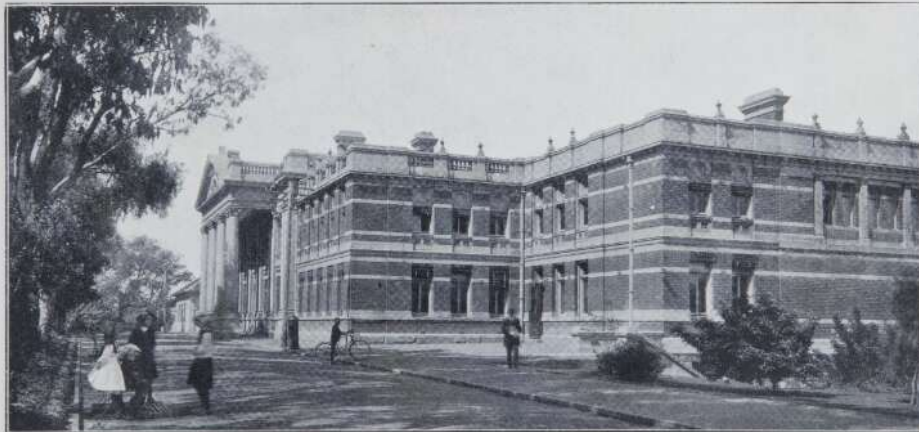


## The Administration of Justice.

### SUPREME COURT.

The only reference to the administration of justice on the establishment of the colony of Western Australia was contained in a paragraph of the vague letter of instructions issued to Captain Stirling on his appointment as Lieutenant-Governor. He was advised "to endeavour to settle, with the consent of the parties concerned, a court of arbitration for the decision of such questions of civil rights as may arise between the early settlers and until a more regular form of administering justice can be organized."

Government, as the chairman of the magistracy. In reporting his action to the Secretary of State in January, 1830, he pointed out that the growth of the little colony was such that a more formal establishment of Civil and Criminal Law and Law Courts was necessary. The authority to do this was given by the Order-in-Council of November 1, 1830, under which the Governor was directed to establish a Legislative Council, consisting of certain officials, which Council should have power to make the necessary laws and ordinances, sub-



*Photo by C. E. Furr.*

SUPREME COURT, PERTH.

Bearing this in mind, and acting on the principle that, until other ordinances take their place, colonists carry with them the laws so far as applicable of the country from which they come, Captain Stirling in his proclamation set out that the laws of the United Kingdom would be deemed to be in force, and that in order to satisfactorily carry them out he would if necessary appoint a sheriff, constables, and Justices of the Peace. In pursuance of this idea the Lieutenant-Governor selected, before the end of 1829, several gentlemen of good standing in the community to act as Justices of the Peace, and in order to render their decisions more formal appointed Mr. W. H. Mackie, "a gentleman bred to the law," and then acting-counsel to the

ject, of course, to review and disallowance by the Home Government.

The Order-in-Council did not arrive in the colony until the end of 1831, and consequently the Legislative Council did not meet until January, 1832. Two of its earliest acts were to pass the Ordinances 2 Will. IV., Nos. 1 and 4; by the first a Court of Civil Judicature was established, and by the second the jurisdiction of the Court of Quarter Sessions, brought into operation in 1829 by the Commission of the Peace, was regulated and extended so as to embrace practically the whole criminal law of the United Kingdom. By section seven of the Act 2 Will. IV., No. 1, the Civil Court was given "cognizance of all pleas and jurisdictions in all

cases as fully and amply in Western Australia as His Majesty's Courts of King's Bench, Common Pleas, and Exchequer lawfully have in England." It was also given authority to appoint guardians over the persons and property of infants, idiots, and lunatics; and to grant probates to wills and letters of administration of the chattels and effects of persons dying in the colony.

The Court of Civil Judicature was constituted immediately after the passing of the Act, and Mr. George Fletcher Moore, a young lawyer of considerable legal ability, with literary inclinations, was appointed the first Commissioner of the Civil Court, Mr. Mackie, who had become Advocate-General, being retained as Chairman of the Court of Quarter Sessions. This arrangement held good until August, 1834, when the Governor, Sir James Stirling, on his return from London announced that arrangements had been made to consolidate in one individual the two offices of Civil Commissioner and Criminal Judge, and that the Secretary of State had appointed Mr. W. H. Mackie to be the sole Judge. Employment was found for Mr. Moore in the position of Advocate-General, which he held until the end of 1840, when he returned to London. During his residence in Western Australia Mr. Moore kept a personal diary, which he afterwards published, and to which history is indebted for a picture of the trials and tribulations of the early settlers.

The administration of justice as organized in 1834 remained without change until 1857. In that year Mr. Mackie resigned, after twenty-three years' continuous occupancy of the Bench as sole Judge and nearly thirty years' service in a judicial capacity. Of Mr. Mackie as a Judge it may be said that he gave the greatest satisfaction; as a man and as a member of the Legislative Council he earned the general esteem and unbounded confidence of all classes of the community. The same could not be said of his successor in office, Judge Alfred MacFarland, who held the position for only four years, resigning in March, 1861, to proceed to New South Wales, where he accepted a position as a District Court Judge.

The next occupant of the judicial office was Mr. Archibald Paul Burt, an English barrister, who had emigrated to the island of St. Christopher, where from 1849-60 he had filled the office of Attorney-General, acting also at various times as member of the Legislative Council, Speaker of the House of Assembly, and Chief Justice. Soon after accepting office in Western Australia certain matters came before Judge Burt in which he decided that under the Constitution he had no power to issue writs of *habeas corpus* or *certiorari*. An omission so important called for immediate action on the part of the Legislature, and in June, 1861, an Ordinance (24 Vict., No. 15) was passed creating a Supreme Court in Western Australia and altering the

title of the Judge to that of Chief Justice. At the same time Mr. G. F. Stone was appointed Attorney-General and Mr. A. H. Stone Master of the Court. Sir Archibald Burt (who was knighted in 1873) continued to hold the position of Chief Justice until his death in 1879. Though his decisions can scarcely be said to have erred on the side of mercy, and though his actions in the Young case, in which Mr. S. H. Parker, Stirling Brothers, and Mr. W. K. Shenton were involved, aroused considerable public resentment at the time and produced a general feeling of unrest, it must be admitted that he fearlessly carried out what he conceived to be his duty and was actuated by only one motive—to keep the fount of British justice pure and unpolluted. After the death of Sir Archibald the position of Chief Justice was temporarily filled by the appointment of Mr. G. W. Leake, Q.C., who had previously acted as Crown Solicitor and as Police Magistrate at Perth, and who in the years succeeding 1879 frequently acted in a judicial capacity. The permanent position was filled in 1880 by the appointment of Mr. (later Sir) Henry T. Wrensfordesley, a Judge of considerable experience in England and in the colony of Mauritius. His tenure of office was not a lengthy one, and was marked chiefly by the fact that a new Supreme Court Act was passed in 1880 practically embodying the provisions of the English Judicature Act of 1873. When Mr. Wrensfordesley left the colony in 1883 he was succeeded by Mr. (afterwards Sir) Alexander Campbell Onslow. Mr. Onslow, whose mother was a daughter of the Speaker of the first Legislative Assembly of New South Wales (Sir Alexander Macleay), was born in 1842 and was educated at Westminster School and Trinity College, Cambridge, graduating from that University in 1864. Having been called to the Bar in 1868 he practised for some years on the Home Circuit, and in 1878 accepted the position of Attorney-General of British Honduras. This he held until 1880, when he was transferred to Western Australia in the same capacity. He was appointed Chief Justice of the colony in July, 1883, and by virtue of his office administered the Government during the absence on leave of the Governor, Sir Frederick Broome, in 1884-5. His relations with the Governor subsequently became strained owing to his refusal to advise Sir Frederick Broome upon certain *ad misericordiam* appeals, and the latter "interdicted" him from exercising the functions of his office on account of the premature publication by Mr. Onslow of correspondence then pending with the Colonial Office. The Executive Council confirmed the "interdict," but it was afterwards removed by the Privy Council, though not without censure upon the Chief Justice. Further trouble having arisen through some newspaper libel cases, the Home authorities were requested in the in-

terests of peace to transfer Mr. Onslow to some other colony. Ultimately he received a year's leave of absence, afterwards extended, so that he did not return to his duties until July, 1891, long after Sir Frederick Broome's term as Governor had expired. During his absence Sir Henry Wrensfordley again acted as Chief Justice.

The work of the Court had meanwhile grown far beyond the ability of one man to cope with, and Mr. Edward Albert Stone had consequently been appointed a Puisne Judge in 1884. This still left the Chief Justice supreme in matters of appeal, and to get over the difficulty Mr. Alfred Peach Hensman was appointed second Puisne Judge in 1892. No further change was made until 1901, when Sir Alexander Onslow (knighted in 1895) resigned his position and returned to England, being succeeded as Chief Justice by Sir Edward Stone, who was not, however, knighted till the following year. This promotion left a vacancy in the puisne judgeships, and the Government of the day appointed the Attorney-General, Mr. F. W. Pennefather, to act for the time being. On a change of government the permanent appointment was offered to and accepted by Mr. (now Sir) S. H. Parker, the present Chief Justice of the State. Parliament having during the session made provision for a fourth Judge Mr. Frederick W. Moorhead,

K.C., was raised to the Bench. Very soon afterwards another vacancy occurred through the death of Mr. Justice Hensman after ten years' continuous service. To fill this the Government decided to appoint an English lawyer, and the choice fell upon Mr. Robert Furze McMillan, the present senior Puisne Judge, who was appointed in 1903. During the same year another occupant of the Bench, Mr. Justice Moorhead, who had for some time been a constant sufferer, passed away, and the Crown Solicitor, Mr. Robert Bruce Burnside, took his place as the third Puisne Judge. No further changes occurred till 1906, when the Chief Justice, Sir Edward Stone, resigned on the ground of ill-health, and Mr. S. H. Parker was promoted to the position. This rendered a further appointment of a Puisne Judge necessary, and the Government selected another English barrister, Mr. John Rooth, and the Bench as then constituted still remains in office: — Chief Justice, Sir Henry Parker; senior Puisne Judge, Mr. Justice McMillan; Puisne Judges, Mr. Justice Burnside and Mr. Justice Rooth.

The Full Court, as constituted by the Supreme Court Act, 1880, and the Amending Act (50 Vict., No. 28), now consists of three Judges, who sit together to hear and determine all appeals from a Judge or from any order of the Supreme Court or Courts of inferior



Photos by Bartolotto.

FORMER CHIEF JUSTICES OF WESTERN AUSTRALIA.



jurisdiction. By the Supreme Court rules it is provided generally that all appeals from Chambers, appeals and proceedings relating to election petitions (whether municipal or Parliamentary), appeals from Justices, applications for new trials, and proceedings on the Crown side of the Supreme Court shall be taken before the Full Court. This order, however, does not abridge the right of a Judge of the Supreme Court to hear and determine any matter which he had previously power to determine. The right of a litigant to appeal from the Supreme Court of Western Australia to the King-in-Council is not extinguished by the appellate jurisdiction of the High Court of Australia, which is concurrent with, not exclusive of, the jurisdiction of the King-in-Council. The conditions governing an appeal from the Supreme Court of Western Australia to the Privy Council are set forth in an Order-of-Council dated October 11, 1861, which provides for appeal by leave of the Supreme Court, or by special leave of the Privy Council, from any final judgment, decree, order, or sentence of the Supreme Court, where the subject matter at issue exceeds the amount or value of £500, or where any claim or question concerning property or civil right of that amount is involved. The Supreme Court may also grant leave, or the Privy Council may grant special leave, to appeal from any preliminary or interlocutory order or judgment.

The appellate jurisdiction of the High Court of Australia with respect to judgments of the Supreme Court of this State extends to judgments, whether final or interlocutory, where the subject matter at issue exceeds the value of £200, or where any claim or question concerning property or civil right of a like amount is involved, or where the status of any person under the laws relating to aliens, marriage, divorce, bankruptcy, or insolvency is affected, and to any judgments, whether final or interlocutory, or in a civil or criminal matter, where the High Court gives special leave to appeal, and to any judgment of the Supreme Court of the State given in the exercise of Federal jurisdiction in a matter pending in the High Court. The leave of the Court

appealed from is not requisite except in the case of an interlocutory judgment, in which case appeal may also be brought by special leave of the High Court. Included in this appellate jurisdiction of the High Court are all judgments of the Supreme Court of the State given before the commencement of the Judiciary Act, 1903, as to which leave to appeal to the King-in-Council might at the commencement of the Act be granted by the Court appealed from, or had then actually been granted, and all conditions of appeal up to then duly complied with, or as to which a petition for special leave to appeal to the King-in-Council had been lodged and was then pending.

By the Administration of Justice (Civil) Act the Supreme Court is constituted a Court of Oyer and Terminer and General Gaol Delivery in and for the State, with the same jurisdiction as to all pleas of the Crown, prosecutions, and informations as the High Court of Justice in England, and as Justices of Oyer and Terminer and General Gaol Delivery. In its criminal jurisdiction the Supreme Court sits monthly in Perth, except during the long vacation. By 61 Vict., No. 27, provision was also made for the holding of Circuit Courts for both civil and criminal cases. So far the Eastern Goldfields Circuit Court is the only one that has been proclaimed, and this sits quarterly. The Governor has also the authority to appoint a Commissioner, with all the powers of a Supreme Court Judge, to hear criminal cases in districts where expense or other reasons makes trial in Perth unwise.

In addition, provision is made by 9 Vict., No. 4, for holding Courts of General Sessions of the Peace at such places as shall from time to time be appointed by the Governor. Such Sessions are now held quarterly at various centres in the State, and in each case the Government Resident or Resident Magistrate is the Chairman of the Court. Such Courts have jurisdiction over all felonies not punishable with death and all misdemeanours, and also have power to remit for trial before the Supreme Court at Perth any crime or offence which by its magnitude or nature ought to be so tried.

The Honourable Sir EDWARD ALBERT STONE, at present Lieutenant-Governor of the State and Chief Justice of Western Australia from 1901 to 1906, is a native of Western Australia, having been born at Perth in 1844. His father, the late Mr. George Frederick Stone, was one of the pioneers of the colony, and took his full share of the burden of its early development in those far-off days when labour was heavy and honours were few. For many years he held the position of Sheriff, and at a later period served for some considerable time as Attorney-General.

Mr. Edward Stone was educated at Chigwell, in Essex, and on his return to the colony in 1860 was appointed Clerk to the Attorney-General. In that position he qualified for the legal profession, and in 1865 he was called to the Western Australian Bar, entering into partnership with Mr. (now the Honourable) Septimus Burt. In addition to his private duties he acted from 1870 till 1874 as Clerk to the Legislative Council under representative government, and from 1880 till 1882 was a nominee member of that body. In 1879 he acted for a time as Attorney-

General, and in 1882 was appointed Crown Solicitor, an office which he resigned in 1884 for the higher duties of the Supreme Court Bench, to which he was appointed when the Government decided to appoint a Puisne Judge. He was not altogether new to the work, as he had already in 1880 and 1881 acted as sole Judge during the absence on leave of the Chief Justice. Mr. Stone continued as senior Puisne Judge until 1901, when on the retirement of Sir Alexander Onslow he was elevated to the chief judicial office. Knighted in 1902, he remained Chief

Justice of Western Australia until 1906, discharging the functions of his office with conspicuous ability and success. In the latter year, feeling that he was not able to bear the physical strain which the duties of such an important trust demanded, he resigned his position, and as a mark of appreciation was appointed by the Crown to be Lieutenant-Governor of the State. He had already acted as Administrator from March to April, 1901, and from August, 1902, to March, 1903, and has since his appointment been Lieutenant-Governor during the period that elapsed between the departure of Sir Frederick Bedford and the arrival of the present Governor, Sir Gerald Strickland. In the intervals of an extremely busy life Sir Edward has found time to identify himself closely with the religious, social, educational, and philanthropic movements of the State. A member of the Church of England, he has for years been intimately associated with its administration in Western Australia. He has been President of the Victorian Institute for the Blind since its inception in 1897. He also served for some years as a member of the Committee of the Public Library of Western Australia and of the Western Australian Museum and Art Gallery, and when those institutions were in



*Bartletto, Perth.*  
HON. SIR EDWARD ALBERT STONE.

incorporated in 1911 as the Public Library, Museum, and Art Gallery of Western Australia he was induced to again accept office as one of the Trustees. Sir Edward married in

1861 Susan, daughter of the late Mr. George Shenton, and has issue three sons and seven daughters.

Sir STEPHEN HENRY PARKER, Chief Justice of Western Australia. The first native-born citizen to hold the important and dignified office of Chief Justice of the State, Sir Stephen Henry Parker, is the son of the late Stephen Stanley Parker, M.L.C., one of the pioneers of Western Australia, and was born at York, Western Australia, in 1846. He received his education at Bishops College, Perth, and at the age of twenty-one was called to the Bar. Following the traditions of the legal profession he soon commenced to take an interest in the Parliamentary and municipal life of the State. In 1878 he was appointed Chairman of the Perth City Council, and since its incorporation has occupied the mayoral chair on three occasions (in 1880, 1892, and 1901), resigning before the end of the third term on account of his elevation to the Bench. He sat continuously from 1878 to 1890 in the old Legislative Council, first as an elected member for Perth and afterwards for the Vasse. He took a prominent part in the movement for the establishment of responsible government, was for some years leader of the elected members, and in 1890, after the question had been settled so far as the colony was concerned, he, in conjunction with the late Sir Thomas Cockburn-Campbell, formed a deputation sent by the Colonial Government to assist the Imperial authorities in the passage of the Bill, and gave evidence before a Select Committee of the House of Commons. As some reward for his services he was in the same year raised by Her Majesty Queen Victoria to the dignity of a Q.C., being the last Australian barrister to be so appointed. On the introduction of responsible government he contested and won the York seat in the first Legislative Assembly, afterwards resigning his seat on being nominated as a member of the Legislative Council. In 1894 he was elected to that body as the Perth representative, a position which he resigned in 1897 to unsuccessfully contest the metropolitan seat in the Assembly. Since then he has not been a member of the Legislature; but in 1900,

when the Federal Enabling Act was before the English Parliament, he represented this State in London as its delegate. During his Parliamentary career Sir Henry from 1892 to 1894 held the portfolio of Colonial Secretary and Minister of Educa-



*Bartletto, Perth.*  
SIR STEPHEN HENRY PARKER.

tion, and represented the Government in the Legislative Council. In September, 1901, he was offered and accepted a Puisne Judgeship, and in 1906 he was raised to the dignity of Chief Justice. In June, 1908, the honour of knighthood was conferred upon him by His Majesty the King. Sir Henry married in 1872 Amy Katherine, daughter of the late Honourable G. W. Leake, Q.C., M.L.C. One of his sons, Major Frank Parker, served with distinction in the Western Australian contingent during the South African war and obtained the D.S.O.

The Honourable ROBERT FURSE McMILLAN, Senior Puisne Judge of the Supreme Court of Western Australia, is the son of John McMillan, barrister, of London, and was born on January 24, 1858. He was educated at Westminster School, where he was a Queen's scholar, and at Cambridge University, from which he graduated senior in the Law Tripos, 1880. He was called to the Bar at the Inner Temple in 1881 and became a member of the Western Circuit. In 1902 the Government of Western Australia decided to select from the English Bar someone to fill the

vacancy then existing on the Supreme Court Bench, and the choice fell upon Mr. McMillan, who accepted the appointment and arrived in the State in February,



*Bartletto, Perth.*

HON. ROBERT FURZE McMILLAN.

1903. In 1910, during the absence on account of ill-health of the Chief Justice, Mr. Justice McMillan temporarily filled the position. He is a member of the Committee of the Public Library of Western Australia and of the Western Australian Museum and Art Gallery, and also of the Board of Governors of the Perth High School. Mr. McMillan married in 1887 Margaret Aitchison, a daughter of the late Mr. John Elder, of Victoria.

The Honourable ROBERT BRUCE BURNSIDE. Robert Bruce Burnside, second son of Sir Bruce Lockhart Burnside, late Chief Justice of Ceylon, was born at Nassau, N.P., Bahamas, on April 22, 1862, and educated first at the Royal Navy School, Newcross, and afterwards at Nancy, in France. He entered Lincoln's Inn in January, 1881, and was

called to the Bar on January 26, 1884. Arriving in Perth, Western Australia, on July 4, 1884, he at once started the practice of his profession, first alone, and later (1886-91) in partnership with Mr. D. G. Gawler, M.L.C., of Fremantle. He was appointed Usher of the Black Rod in December, 1890, and resigned in 1894, when he was promoted to the position of Crown Solicitor. In December, 1902, a vacancy occurring through the death of Mr. Justice Moorhead he was elevated to the Supreme Court Bench. Mr. Burnside was the first Secretary of the Western Australian Racing Club, founded in 1884, and is now its President. He is a keen yachtsman, and was for several years Commodore of the Royal Perth Yacht Club. He owns the "Genista," built to his order from designs by Fife, of Fairlie, Scotland. Mr. Justice Burnside was appointed President of the Court of Arbitration in 1903, and resigned

The Honourable JOHN ROTH, third Puisne Judge of the Supreme Court of Western Australia, is the eldest son of the late Mr. J. W. Rooth, Barrister-at-Law of the Middle



*Bartletto, Perth.*

HON. JOHN ROTH.

Temple, and was born in London in 1864. He was educated at Highgate Grammar School and Trinity College, Oxford (B.A., 1888). In the following year he was called to the Bar at the Middle Temple, and joined the Western Circuit as a pupil of Mr. Blake Odgers, the celebrated authority on the law of libel and slander. He continued to practise in the Common Law Courts until 1906, when he received appointment as third Puisne Judge in this State. He was appointed President of the Court of Arbitration in December, 1911. For some years he was a member of the Borough Council of Fulham, London. Mr. Justice Rooth is an enthusiast at golf and is a keen cyclist, having covered the whole of Western Europe on the wheel. He is also an ardent musician, playing both the piano and 'cello, and during his residence in Perth has been an active supporter of all musical efforts.



*Bartletto, Perth.*

HON. ROBERT BRUCE BURNSIDE.

finally in 1910. In 1887 he was married at Fremantle to a daughter of Mr. S. N. Bruce, surgeon, of London, and has one son, Bruce, at present studying medicine at Cambridge.

### MINOR COURTS.

As in all the colonies of Australia the commission of Justice of the Peace plays a very important part in minor Courts. Soon after the establishment of Western Australia the Governor found it necessary to appoint certain persons of good standing in the community to be Justices of the Peace, with power to deal with

minor criminal cases and with civil cases involving less than £10. The next step was the appointment of Government Residents or Resident Magistrates in various centres of the population. These not only acted as Chairmen of the Courts of Petty Sessions and Small Debts, but were in addition the official mouthpieces in

their several districts of the Central Administration. In legal matters they had not the power of determining cases alone until 1863. In that year the Act 27 Vict., No. 17, conferred upon Police and Resident Magistrates the right to do alone any act which, by any law then in force or subsequently to be made, required the presence of more than one Justice of the Peace. Such Magistrate could not, however, act alone at a Special or Petty Sessions of all the Justices of the district, or in General or Quarter Sessions assembled in the district.

In the same year a Small Debts Ordinance (27 Vict., No. 21) was passed, conferring the same power in minor civil cases, with a limited jurisdiction of £50 in certain directions. This jurisdiction was afterwards extended to £100. With modifications as to procedure and so forth this arrangement still holds good generally, it being understood that the Magistrate, whenever possible, takes all cases in the Local Court.

Police Courts are held in all the districts and sit daily if necessary. In Perth the Police Magistrate, and in other centres the Resident Magistrate, presides. Local Courts are held every month except in Perth and other populous districts, where the sittings are more frequent. The enormous expansion of business following upon the gold discoveries of the nineties brought about such congestion in Perth that it became imperative to institute two Courts, one of which should confine its attention to criminal matters and the other attend to the multifarious questions that called for settlement on the civil side. The Government in

taking this step had under consideration the advisability of raising the status of the Local Court to that of a County Court, but up to the present nothing further has been done in the matter, though it is generally recognized that something on those lines or on the lines of the District Courts in New South Wales would be of distinct advantage to the commercial interests of the community.

Special courts for the control of liquor licences have been established for many years. Under the Licensing Act, 1911, these consist of the Police Magistrate or Resident Magistrate of the district as Chairman, with two other members appointed for a term of three years by the Government. Every application for a licence must be made to the Licensing Court in the district where the premises are situated. The meetings of the Court are held quarterly on the first Monday in March, June, September, and December, and on such other days as the Minister administering the Act may appoint. The fees for a general publican's licence are:—(a) For any house or premises situated within a municipality—(1) If the annual value of the house or premises does not exceed £500, £50; (2) if the annual value of the house or premises exceeds £500, £75; (3) if the annual value of the house or premises exceeds £1,000, £100. (b) For any house or premises not situated within a municipality—(1) If the annual value of the house or premises does not exceed £200, £40; (2) if the annual value of the house or premises exceeds £200, £50.

### CHILDREN'S COURTS.

A new and much-needed departure was made in 1907 by the passing of the State Children's Act. The need for some reform in the method of trying offences committed by or against children was first recognized in Boston, U.S.A. There it was decided to adopt the procedure of clearing the Court after adult cases were disposed of and taking those against children in the presence only of the parents and witnesses. The success of the movement caused other cities in the United States to adopt it, and not long afterwards South Australia, which has always been to the fore in matters dealing with the problems of child life, adopted something on similar lines. At first the Children's Courts were only permissive, but by an Act passed in 1896 they were made the legal method. Influenced by the advantages that such a course of procedure possessed Mr. A. S. Roe, the Police Magistrate at Perth, tried the plan of trying cases in which children were concerned in the Magistrate's Room, and in 1907 had the satisfaction of

seeing the State Children's Act passed, making Children's Courts necessary in Western Australia. These Courts take cognizance of offences committed by or against children not over eighteen years of age, and also deal with complaints and applications under the Education Acts. The Police Magistrate or Resident Magistrate is appointed a Special Magistrate under the Act, provision being made for Justices to take the work when the Magistrate cannot be present. Perth is the only place where the Court is held in a separate building, being held in a special room at the office of the Department, where there is also a Children's Detention Ward for the temporary reception of children awaiting trial or awaiting to be transferred to an institution. In other places the Courts are held as a rule in the Magistrate's Room. If the ordinary Court-room has to be used the hearing takes place at a time when the usual business of the Court is not being transacted.

JAMES COWAN, senior police magistrate and magistrate of the Local Court at Perth, is a son of the late Mr. Walkinshaw Cowan, and a descendant of one of those families which played a prominent part in the Scottish rebellion of 1745, when "Bonnie Prince Charlie" attempted to regain the British

Crown for the Stuart family. Mr. Walkinshaw Cowan came to Western Australia as Private Secretary to Governor Hutt in 1839, and was afterwards made resident magistrate at York, a position which another son (Mr. W. D. Cowan) now holds. Mr. James Cowan was born at Perth



*Bartolletto.* *Perth.*  
MR. JAMES COWAN.

on June 26, 1848, and educated first at York and later at Bishop Hale's School, then under the management of Colonel E. W. Haynes. He next spent some time on his father's farm in order to gain a knowledge of stock-raising and agricultural pursuits, and then (in 1864) entered his father's office at York, and was appointed clerk of courts and sub-registrar of births, marriages, and deaths. At the same time he acted as postmaster for the large agricultural district round York, handling eighteen mails weekly between that town, Northam, Newcastle, Beverley, and Perth, and also looked after the money order office and the branch work of the Savings Bank. In 1870 Mr. Cowan was appointed clerk to the police magistrate at Perth, a position which he held for five years, being also Secretary to the High School. He then became clerk to the Legislative Council, resigning in 1879 to take up the onerous duties of Registrar and Master of the Supreme Court, where he was called upon to exercise the powers of judge's delegate in certain matters of bankruptcy. He had also to fill the offices of Taxing Master, Curator of Intestate Estates, Registrar of the Probate Court, Registrar of Joint Stock

Companies, and Master in Lunacy. After having held these various offices for a number of years, during which he acted on occasion as a police and Local Court magistrate, Mr. Cowan was in 1888 appointed police magistrate in succession to Mr. R. C. Loftie, who had received the appointment of Government Resident at Albany. He also became resident magistrate of the Swan district and magistrate of the Local Court. In the latter capacity he was Chairman of the Conciliation Board and Coroner of Perth and Swan districts. When congestion of work necessitated a separation of offices Mr. Cowan took up the Local Court work, the Government having in view the creation of a County Court, of which he was to be first judge. This arrangement, however, was never carried out. He is now magistrate of the Local Court at Perth, and Resident Magistrate and Chairman of the Licensing Court of the Swan district, holding Courts at Midland Junction and Moora. Cases under the Workers' Compensation Acts are tried by him, and the whole work of the Debtors' Court in the metropolis falls upon his shoulders. In the course of his duties Mr. Cowan has been called upon to try many important cases, not the least being the Police Court proceedings against Deeming. In all his work he has found no insuperable difficulty, and has certainly given general satisfaction. Mr. Cowan became a property holder in Mount Street, Perth, and was the first to build there. For many years he has held interests at Cottesloe, York, Kalamunda, and Swan View. In conjunction with his brother, Mr. John Walkinshaw Cowan, and Mr. Harry Higham he started a large sheep station on the Ashburton, which is now held by the latter gentleman. At one time he was a prominent member of the Weld Club. In 1876 he married Edith Drecksey, daughter of Mr. Brown, of Glengarry, Geraldton, and has a son, practising as a barrister, and four daughters.

AUGUSTUS SANFORD KEATS ROE, police magistrate, Perth, was born in the Western Australian capital on January 7, 1852, and is the youngest of six sons of the late Captain John Septimus Roe, for forty-two years Surveyor-General of this State. He was educated at Bishop Hale's College, Perth, and at

the close of his scholastic career was articulated to the legal profession under Messrs. Stone & Son, a leading firm of solicitors, the senior partner being the late Mr. G. F. Stone, one time Attorney-General, and father of Sir Edward A. Stone, late Chief Justice of Western Australia. After being admitted to the Bar in 1873, and practising for about twelve months at Fremantle, Mr. Roe became engaged in pearling pursuits in the Nor'-West, procuring for this purpose Malay divers from the Netherlands-India Archipelago, which they visited in the slack season for the sake of recruiting. Upon the fall in the price of pearlshell some four years later he turned his attention to nautical life, and was sailing and trading among these islands for upwards of ten years, at one time holding a Holland master mariner's certificate. During this period he visited Hong Kong and the west coast of Borneo, besides all the Polynesian Islands, for copra, guttapercha, rattan, coffee, and rice, and in the course of his voyages navigated the rivers of Borneo, Brou, Bolongan, and Koeti, acquiring a familiar knowledge of the Malay language and a close insight into the habits of the people. Returning to Roe-



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MR. AUGUSTUS SANFORD KEATS ROE.

bourne (named after his father) he practised his profession there for twelve years, during which period he gave considerable attention to mining investments and acted as attorney for numerous large English syndicates, among the more important being the Consolidated Gold

Mines of Western Australia, Limited; the Imperial Western Australian Corporation, Limited; the Pilbara United Goldfields, Limited; and various properties on the Ashburton River. When, owing to the expansion of interests in the North-West and its growing population, sittings of the Supreme Court in its criminal jurisdiction to try capital cases became necessary, Mr. Roe was appointed, under a commission issued in each separate case, to preside as a Judge—a responsible post for which he possessed peculiar fitness. He carried out these duties in a highly commendable manner for some considerable time, and in 1898 received the appointment of Police Magistrate of Perth, which he has held ever since, in his earlier years of office discharging full Judge's duties, with the exception of exercising appellate jurisdiction in the Full Court. Mr. Roe has large property interests throughout the State, but principally in the city of Perth. He is a member of the Weld Club, and finds recreation in various outdoor sports, including boating, fishing, and shooting, besides which he is an amateur carpenter of no mean order and spends many leisure hours in the manufacture of clever bits of woodwork. Mr. Roe has been twice married. His first wife was Mary, daughter of the late Mr. Edward Newman, of Fremantle, who died in 1909. His second wife, Elizabeth, is a daughter of the late Mrs. E. B. Cook, of Tintern College, Hawthorn, Victoria. The family consists of two sons.

**EDMOND POWER DOWLEY**, third stipendiary magistrate for Perth and resident magistrate at Fremantle, was born in the County Tipperary, Ireland, on December 15, 1854, and educated at various schools in Ireland and England, subsequently taking his B.A. and B.A.I. degrees at Trinity College, Dublin. He entered the Waterford, Dungarvin, and Lismore railway works as apprentice and after nine years in connection with various railway companies in Ireland, eventually joined the Public Works Department in charge of harbour extension in the County Clare. In 1885 he came to Australia, and during a visit of Governor Broome in 1886 to the district of Lake Muir, in which he was accompanied by the Honourable J. A. Wright, then

Engineer-in-Chief and late Resident Magistrate at Albany, the latter gentleman offered Mr. Dowley a position in the Public Works Department, and shortly afterwards he received the appointment and was sent to Kimberley as Resident Engineer. While there he was appointed to act as Warden and Resident Magistrate of the Kimberley goldfields and continued at Hall's Creek administering his office for nearly six years. In January, 1893, he was sent as Warden and Resident Magistrate to the Murchison goldfields, where he remained for over seven years. Upon his transfer in the same capacity to Coolgardie in 1900 the residents of the Murchison district tendered him a banquet and he was the recipient of various valuable presentations. After three years at Coolgardie Mr. Dowley again took a trip to Ireland, and subsequently was appointed Resident Magistrate at Kalgoorlie, from which post he retired to take up similar duties at Fremantle, his official career at this centre commencing in October, 1908. Mr. Dowley was one of the earliest officers of the Coolgardie Company of the Goldfields Infantry Regiment, which he joined as Lieutenant in 1900 and rose to the rank of Major in 1908, being second in command of the Regiment when he retired on his transfer to Fremantle.

**WILLIAM LAMB DEN OWEN**, J.P., resident magistrate of Bunbury, is a son of Mr. William Dent Cliffe Owen, of Sleaford, Lincolnshire, England, where he was born on March 12, 1861. Upon the completion of his education at King's Lynn he was articled to the late Mr. Thomas Parry, civil engineer, of his native town, and with this gentleman served the full five years necessary to qualify in his profession as a civil engineer. Mr. Owen was connected with some very important works in England, among others being the London-Tilbury and Southern Railway Extension and Locomotive Works at Plaistow and the Spalding and Lincoln Railway in 1881-2. He superintended the widening and constructional works at Magdalen Bridge, Oxford, and, later, the drainage works at Botley. The building of a large gas-tank at Stafford and the Bridgewater Town Bridge over the River Parrot, which is one of the four tidal rivers in the

world, gave him opportunities of exercising his knowledge and skill, and he also carried out the construction of the Hydraulic Bascule Span Bridge at Deptford. At a subsequent period he proceeded to Sheffield to engage in engineering work in connection with the main drainage system, which was then being taken in hand, and was next concerned in



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MR. WILLIAM LAMB DEN OWEN.

conjunction with Messrs. Colquhoun Brothers on the Creggan Reservoir at Londonderry Waterworks, in the construction of which he acted as contractors' engineer. For a number of years he held a position with Mr. George Moss, of Liverpool, and superintended several important drainage schemes, also being connected with the Lancaster Waterworks in the construction of the Oamas Gill Reservoir. Leaving England Mr. Owen arrived at Albany in 1887, and shortly afterwards joined the Public Works Department at Perth under the Hon. J. Arthur Wright. In 1888 he was elected an associate member of the Institution of Civil Engineers, London. He was appointed resident engineer at Roebourne for the North-West district, and while there completed the Roebourne to Cossack tramways, this being the first paying tramway in the State. The hospital, post-office, and various other public buildings were erected under his supervision, likewise the lighthouse at Jarman Island, four miles from the Cossack coast. In May, 1889, he was appointed Warden at Pilbara, and held the post until October,

1890, being then transferred as Government Inspecting Engineer on the Midland Railway until the arrival of the late Mr. C. Y. O'Connor. After assisting at the head office at Perth in the preparation of plans for the Fremantle Harbour scheme and other works Mr. Owen returned to Roebourne in 1891 to make a survey of the Cossack Harbour, and in the following year was sent to Bunbury as resident engineer on the Pinjarra to Bunbury section of the railway line. Upon its completion in 1894 he proceeded to Mahogany Creek to superintend the deviation and improvements to the Eastern Railway, and witnessed the completion of this work, which embraced the Greenmount tunnel, in 1896. In the same year he was appointed warden of the North Coolgardie goldfields, with headquarters at Menzies. Ill-health compelled his return to Perth, but he reassumed duties later in the year and continued until 1903, when he obtained long-service leave and visited England. Upon his return he was employed in the Lands Department and administered the new Roads Act, afterwards relieving Warden Finerty at Coolgardie. In December, 1904, he was appointed resident magistrate for the Wellington, Nelson, and Sussex magisterial districts, with headquarters at Bunbury, taking up his duties here on January 1, 1905, and since then the wardenship of Greenbushes and Collie and the magistracy of Collie have been included within his jurisdiction. Mr. Owen has an interest in the horticultural industry, owning an orchard at Armadale under cultivation chiefly of oranges and lemons. He has had a long connection with military matters, retiring with the rank of Major in 1906. He is a Diocesan Trustee for the See of Bunbury and a Governor and Hon. Treasurer of the local Girls' Grammar School. Mr. Owen is a Past Master of St. George's Lodge of Freemasons and a member of the Weld Club, Perth, and of the Western Australia Turf Club. He is also connected with the South-Western Club at Bunbury, and with the local Yacht, Swimming, and Hunt Clubs. Mr. Owen married in 1891 Edith, daughter of Mr. Stewart Gordon, of "Abber Foyle," Londonderry, Ireland.

ARCHIBALD EDMUND BURT, resident magistrate, Albany, is a son of the late Archibald Pignuenit

Burt, who occupied the office of Attorney-General in the West Indian Islands, and nephew of the Hon. Septimus Burt, K.C., of Western Australia. He was born at St. Kitts, in the West Indies, on February 17, 1864, and received his elementary education there, in 1878 coming to Perth and completing his scholastic career at the High School of that city. Upon the termination of his studies he proceeded to the Nor'-West, and with two of his brothers became engaged in sheep-farming on a property in that district, where he still holds pastoral interests. In September, 1895, he entered the Mines Department of the Civil Service, and in April, 1897, was appointed to the offices of warden and resident magistrate of the



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MR. ARCHIBALD EDMUND BURT.

Mount Margaret goldfield, being stationed first at Mount Malcolm and afterwards at Mount Morgans. When this field began to decline Mr. Burt was offered his present post, and, accepting it, arrived at Albany in November, 1908, since which period he has devoted his energies to the carrying out of the duties of the office. He is resident magistrate of the Plantagenet, Katanning, and Williams Magisterial Districts, and Magistrate of all the local Courts—six in all—extending from Albany to Narrogin and the Williams, and acts as Coroner for the same territory, uniting with these duties the position of Returning-Officer for the Albany Electoral District and the South-East Electoral Province. He

also holds a Commission of the Peace for the whole of Western Australia, an honour which was conferred upon him by the Forrest Administration in 1895, prior to his association with the service, and he is the Chairman of the Albany Quarter Sessions. Mr. Burt is well known in racing circles, being President of the Albany Racing Club, and has been associated with this sport since his advent to the Nor'-West, where he gave considerable attention to the breeding of thoroughbred horses. His duties give him very little leisure for other sports. He is a member of the Weld Club, Perth, and of the Albany Club. In January, 1902, Mr. Burt married Florence Maud, second daughter of the late Hon. W. H. Roberts, M.L.C., of Melbourne, Victoria, a barrister and solicitor well known in the public life of that State. There is issue one son.

ROBERT FAIRBAIRN, I.S.O., J.P., retired magistrate, is a son of the late Mr. John Fairbairn, of Berwickshire, Scotland, who came to Western Australia in the year 1839, settling at Bunbury, where he was one of the pioneer settlers of the district. The subject of our review was born at Pictou, Bunbury, on June 20, 1841, and educated by his father, there being no schools of any kind in those days outside of Perth. Young Fairbairn acquired his scholastic training under adverse conditions, but nevertheless his studies embraced all the subjects likely to prove of value to him in later life. It was after the manual labours of the day that he usually received instructions from the paternal source, and even to the present day he vividly remembers having received his first lesson in Euclid while seated on the stump of a fallen forest giant. Having reached the seventeenth year of his age Mr. Fairbairn accepted an appointment as second master in the Perth Boys' School, the first institution of its kind in the State. After occupying this post for nearly four years in 1862 he accepted the appointment of clerk to the bench of magistrates at Busselton, which had been offered him by the Government. For eleven years he fulfilled the duties appertaining to this office, as well as a multitude of others which meanwhile had been added. In 1873 Governor Weld selected

him to become acting resident magistrate at Greenough, where he remained for two years, on two occasions during that time acting as Government Resident at Geraldton. The following year he was appointed with Mr. Eliot, Government Resident of Geraldton, and Dr. Elliott to inquire into the causes leading to the cases of lead-poisoning which had occurred at the Northampton Mines. Having successfully disposed of this work he was next authorized to proceed to Shark Bay to make inquiries into the allegations of cruelty and ill-treatment of the Malays engaged in the pearl-shell fishery who, it was asserted, were being treated like slaves, many of these unfortunates being reduced to a state of semi-starvation. Mr. Fairbairn dealt with the situation in a most decisive manner and not only awarded the sufferers considerable compensation, but went so far as to sell up huts, boats, etc., so that they should receive the benefits awarded them from the "founts of justice." On his return to Perth, Governor Weld having been succeeded by Governor Robinson, Mr. Fairbairn received the thanks of the new Governor on the successful issue of his mission. Mr. Fairbairn's next appointment was at Newcastle, in the district of Toodyay. Before accepting this post, however, he was offered, but declined, the office of sheriff at Perth. In 1876 he became Acting Government Resident at Albany, performing in addition a host of other duties not connected with that position, and in 1880 he was appointed resident magistrate and Collector of Revenue and Customs at Busselton. These were strenuous days, full of incident, and it was impossible to hazard a guess at the work of to-morrow by that performed to-day. On one occasion Mr. Fairbairn had to ride 200 miles in two and a half days through heavy bush country in order to receive instructions from the Governor relating to a murder on the Gascoyne which caused considerable sensation at the time. In 1882 he was given a commission to proceed to the Upper Murchison and Gascoyne districts to inquire into the condition of the natives who were causing great trouble to the settlers. This work occupied a considerable time, but was finally brought to a successful conclusion, the Governor publicly thanking him

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and adopting all his suggestions, notwithstanding the strong opposition shown by the settlers of those districts. In the following year he was appointed Government Resident at Kimberley, being the first official in that part of the State. He took with him a large party and a quantity of stores and building material in the barque "Amur," and on arrival at their destination, after a trip lasting twenty-eight days, dropped anchor between Mary Island and the mainland. The party consisted of Mr. D. B. Ord as clerk, Sergeant Troy, now resident magistrate and warden of the gold-fields at Cue, several police constables, a carpenter, and three native assistants. The party was also



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accompanied by Mr. Turner (surveyor) with men and horses and two other survey parties under Mr. Brooking and Mr. Harry Johnston (now Surveyor-General), which had sailed by the steamer "Rob Roy" a few days previous to the departure of the "Amur." Arriving at their destination unloading was immediately commenced, the horses being swum ashore, and the provisions landed in the ship's boats, after which they were carried across the Marsh on packhorses lent by Mr. Johnston. The boats proving too frail to take ashore the building material it all had to be sent back to Cossack, where it remained for twelve months, the party meanwhile living in huts and the provisions being housed in sheds made of bush timber. The first difficulty the

party had to overcome was the scarcity of drinking water. Several shafts were put down, but the water obtained was too salty to be of use. A temporary supply, however, was drawn from a native spring (now known as Nobby's Well), distant some 10 miles, and carted to the camp, but ultimately a plentiful supply was struck about 2 miles from the landing place. During his term of office Mr. Fairbairn had wells sunk along the different routes into the country. A town site was surveyed and a tramway laid across the Marsh (at this point of considerable width) which proved very useful for some years and enabled the settlers to ship their wool and land their supplies. On his arrival in the district there were only two stations, those owned by the Kimberley Pastoral and the Yeeda Companies, but when his term of office had expired the settlement had increased and the town of Derby (which he founded and named) could claim in addition to the Government buildings a couple of general stores, a butcher's shop, and an hotel, as well as several private residences. During Mr. Fairbairn's tenure of office he explored the country between the coast and the King Leopold Range, a work which met with the hearty approval of Sir F. N. Broome, who in a letter stated that "it was the kind of work he liked the Government Resident to be engaged in." In 1885 Governor Broome paid a visit to the district, and at a public dinner given to him by the settlers he stated that "the present settlers, like all pioneers, would make no money; the fortunes would be made by their successors," but shortly afterwards unexpected developments caused a rise in the price of meat which brought a period of unlooked-for prosperity to the pioneers. On his arrival in Kimberley Mr. Fairbairn found the natives to be so wild that they fled from the coast at the sight of the ship and for some time would not approach the camp. One day, however, an old native whom they named Jacob came in, and he was so well treated that, accompanied by a young man, he returned next morning and invited Mr. Fairbairn to shoot ducks on a large lagoon about 8 miles from the camp, where they came upon over a hundred natives—men, women, and children—who, on catching sight of the party, fled in all directions, but on their guide



explaining that the whites were friendly the men returned, but not the women or children. On asking a native how they were living he ran off, to return shortly afterwards with his two hands full of roasted locusts. After talking with them and distributing a little tobacco and damper Mr. Fairbairn invited them to visit him at Derby, and on the following day some twenty native men and women came in and remained as his guests for two days. From that time his relations with the natives were most cordial, and during his stay at Kimberley Mr. Fairbairn lost nothing through the natives, nor were any of them ever charged with stealing or killing sheep. One of the initial difficulties was the outbreak of scab, infected sheep having been allowed to come to the district, and it was only by the adoption of drastic measures that the disease was eradicated. In his official capacity as Government Resident Mr. Fairbairn received the first gold found in any quantity in Western Australia, weighing 11 oz., which was handed

to him at Derby by Hall & Slattery. This was in 1885, the metal being found at Mount Abbot, near the Ord River. The news of the discovery quickly spread and a rush at once set in for the new Eldorado. At the end of two and a half years Mr. Fairbairn was appointed Government Resident at Roebourne, being succeeded by Dr. Lovegrove, and before taking his departure he was the recipient of an address from the settlers expressive of their appreciation of his efforts on their behalf during his term of administration. He remained but a little while at Roebourne when he was appointed Resident Magistrate and Chairman of Quarter Sessions at Bunbury. In May, 1886, he was appointed Resident Magistrate at Fremantle consequent on the death of Mr. Slade, and in this capacity he travelled many hundred miles in the performance of his official functions. Mr. Fairbairn continued here until November, 1908, when he retired into private life after fifty years of faithful

service, taking up his residence at Cottesloe. His valuable services in the interests of his country were suitably recognized in 1906, when the King was pleased to confer upon him the distinction of I.S.O. Mr. Fairbairn finds relaxation after the heat and burden of his lengthy official career in the pursuits of reading and gardening at his home at Cottesloe, and in the autumn of his lifetime is able to review with honest pride the important part he has played in the opening up and settling of this the largest State in the Commonwealth. He is a Justice of the Peace for Western Australia, a Freemason, and a member of the Weld Club. He has been twice married, the first time in 1887 to a daughter of the late Mr. Patrick Taylor of Candyup, Albany. His second wife is a daughter of the late Mr. T. A. Bussell, of Blackheath Park, near London. Of the former union there is issue a son and a daughter. The son, a B.A. of Oxford, is now studying for the medical profession.

#### ARBITRATION COURT.

This Court is constituted under the Industrial Conciliation and Arbitration Act, 1902, which took the place of a previous less complete Act passed in 1900. The purpose of the Statute is to facilitate the settlement of industrial disputes by conciliation and arbitration. It provides for the registration of unions of workers, consisting of not less than fifteen members each, and for the registration of unions of employers, consisting of not less than two members each, having in their employ taken together at least fifty workers. Any incorporated company may also be registered as an employers' union.

A registered union, whether of workers or employers is termed an "industrial union," and a number of industrial unions grouped and affiliated together is termed an "industrial association."

Every industrial union must be confined to some one specified industry, and must adopt such rules as are in full compliance with the Act. There must not be more than one industrial union of workers and one industrial union of employers in a locality in the one industry. This does not apply strictly to companies which become industrial unions. In the event of an industrial dispute occurring between an employer and his employes the Act provides that, unless amicably settled, it shall be referred to the Court of Arbitration, or to a Board of Conciliation created under the Act, for

settlement. The Court of Arbitration, on the results of whose labours depends in a large measure the success of the Act, has jurisdiction over the whole State. It consists of three members, namely, a President, who must be a Judge of the Supreme Court, and two representatives, nominated respectively by the industrial unions of employers and workers. The representatives hold office for three years and at the end of that period are eligible for re-election.

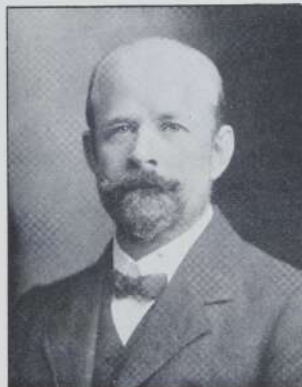
For the purposes of the Act the State is divided into three industrial districts. Each district is provided with a Board of Conciliation of three persons (the Act allows three, five, or seven), consisting of two representatives elected respectively by the industrial unions of employers and workers within the district, and a Chairman, elected by the representatives. Each member holds office for three years, and is eligible for re-election. Besides the permanent Boards, special Boards of Conciliation may be elected from time to time by the parties to a dispute, to deal with cases of a special character. The recommendations of the Boards and awards of the Court are directed by the Act to be drawn up in plain terms, avoiding technicalities as far as possible. It is further provided that "the Court shall, in all matters before it, have full and exclusive jurisdiction to determine the same in such manner in all respects as in equity and good conscience it thinks

fit." As the parties in a large majority of cases prefer to go direct to the Court, the Boards of Conciliation have fallen into disuse.

The recommendation of a Board is binding only on the parties thereto, and is subject to an appeal therefrom within one month to the Court; an award of the Court is compulsory, and there is no appeal from its decision. The awards of the Court bind not only the parties to the dispute, but also all persons, whether employers or workers, within the area determined in the award, who are engaged in the industry to which the award relates. The Court's awards have thus a much larger scope than the recommendations of a Board. Matters in dispute which are amicably settled without reference to the Court or a Board may be made the subject of an industrial agreement between the parties. An industrial agreement upon being registered is binding upon each party thereto during its currency, and thereafter until one party duly retires therefrom.

WILLIAM SOMERVILLE, member of the Court of Arbitration, Albert Street, Cottesloe Beach, is a son of the late Mr. John Somerville, of Merryweather, New South Wales, where he was born on November 24, 1869. He received his education at a local public school, and at the age of fifteen was apprenticed to the blacksmithing trade at Messrs. Morrison & Bearby's Foundry, in the Newcastle district. Having completed his indentures he joined the Amalgamated Society of Engineers, with which body he has been connected ever since. Proceeding to Sydney Mr. Somerville worked at his trade, and eighteen months later left for the pastoral districts of Victoria and New South Wales. Perceiving more prospects of advancement in the Western State, he sailed for Fremantle in 1895, and upon arrival found employment at that port in the service of the Public Works Department, which was carrying forward the construction of the harbour scheme. Mr. Somerville was identified with this work for ten years, during which period he took a leading part in the operations of the Labour unionists. During the course of his career he has held almost every office in connection with the Labour movement, including that of President of the Labour Congress held at Fremantle in 1902 and Vice-President of the Kalgoorlie Congress in 1899, and at the present time acts as delegate from the Fremantle Council to the Executive of the Australian Labour Federation. In 1905 he was first appointed workers'

representative to the Arbitration Court, and in virtue of this office was created a Justice of the Peace for the whole State, his previous commission, granted by the James Government, having included only the Fremantle magisterial district. Upon



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two subsequent occasions Mr. Somerville has been nominated and returned to the Arbitration Court, and is now serving his third term of office. During his connection with this organization he has been closely associated with the elaboration of a scheme of apprenticeship, which has met with general approval both from

The Statute, having provided a ready means for the settlement of industrial disputes, enacts that it shall be an offence, punishable by a penalty not exceeding £50, for any person, whether a member of an industrial union or not, to take part in, aid, instigate, or do anything in the nature of a strike or lock-out.

While the Act cannot be said to have altogether fulfilled the ideal expected of it, it has without doubt contributed greatly towards industrial peace. It has, perhaps, met with the least degree of success during the past year or two, but that may partly be due to the fact that industrial unrest seems to constitute at present a grave menace the world over. An attempt to amend the Act so as if possible to make it more acceptable to the workers was made by the present Government in 1911, but as the suggestions were not acceptable to the Legislative Council the matter lapsed for the time, but forms one of the proposals of the Government for the session of 1912.

the employers and workers' point of view. In 1906 he contested the seat for West province in the Legislative Council in the Labour interest, on which occasion he polled within fifty votes of the winning member, and in 1911 he was a candidate for the Fremantle constituency at a by-election for the House of Assembly. Mr. Somerville in 1911 was co-opted a member of the Board of Trustees of the Art Gallery and Public Library, and in the following year was nominated by the Government to a seat in the first University Senate. He married Agnes, daughter of the late Mr. William Spinner, of Creswick, Victoria, and has three sons and a daughter.

FREDERICK DANIEL GOOD, J.P., employers' representative in the Court of Arbitration (1907-12) is a son of the late Mr. George Frederick Goode, of Bridport, England, and was born at Somerset, in the British Isles, on January 29, 1860. He was educated at the Clews Grammar School, London, and when fourteen years of age entered upon a clerical career in the Customs and Docks Department of the Imperial Civil Service, in which he remained for six years. Subsequently he filled a more lucrative post in the Registered Letter Branch of the English Postal Service, and in 1886 left London for Western Australia. It was his design to follow the rush to the Pilbara goldfields, but upon arrival he

found that the bubble had burst, and relinquishing that intention he took a position as accountant with the late Mr. E. G. Lacey, timber merchant, trading as Messrs. Gill and Co. Four years later in conjunction with the late Mr. Alec Forrest, he purchased the business of Messrs. Gill & Co., and at a subsequent date acquired a half-interest in Mr. J. McDowell's timber concern, the firm at that time having five large saw-mills in full swing. In 1897 Mr. Good proceeded to England and sold the businesses of Messrs. Gill & Co. and J. McDowell to an English syndicate, by which it was afterwards floated as the Gill-McDowell Company, with a capital of £250,000. Mr. Good received the appointment of Managing Director of this Company, which post he retained until the general amalgamation in 1902, when with most of the rival timber concerns it was merged into the Millars' Karri and Jarrah Co. (1902) Limited. Retiring from his connection with the timber trade he purchased and rebuilt the Perth Tannery, which he later sold to the present proprietor, Mr. B. Rosenstamm. In 1900 he joined with Messrs. Bunning Brothers in the

purchase of the Limekiln and Building Stone Quarries at Cottesloe and Coogee, and continued in that industry until the Cottesloe Quarries were worked out. At the end of 1901, in partnership with Mr. J. McMahon, he took over the business of Messrs. Daniel White & Co., carriage builders, of Murray Street, Perth, and has since carried on the conduct of this large concern. In 1911 the firm erected an extensive factory in Murray Street, the appointments of which place it in the position of being second to none in the Southern Hemisphere. In addition to his other enterprises Mr. Good at one time had an interest in the pearling industry, but was with many others a heavy sufferer from the violent storms which frequently devastate the pearling grounds on the Nor'-West coasts of the State. He was one of the first directors of Donaldson & Collins, Limited, and for many years was Director of the Colonial Mutual Fire Insurance Company. In 1907 he was invited by the various Employers' Associations to represent their interests in the Court of Arbitration, and having acceded to the request was gazetted in July of that year. He was twice

re-elected unopposed, but in 1912 retired from the position which is now filled by Mr. H. Daghish. During his term of office the Court inaugurated a system of apprenticeship which afterwards was made compulsory by law. Mr. Good received his commission of Justice of the Peace for Perth magisterial district in 1897, and upon his appointment to the Court of Arbitration was gazetted for the whole of Western Australia. He is a Past Junior Grand Warden in the Masonic craft in this State, and is also Past Grand Treasurer and Grand Representative of the Grand Lodge of Denmark. While on a visit to Denmark in 1907 he had the honour of dining privately with His Majesty the King of Denmark, and on this occasion was the recipient at his hand of honours in the craft. He also received a letter from the Grand Lodge of Denmark requesting his portrait, in full Masonic regalia, to be hung in their hall at Copenhagen. In 1897 Mr. Good married Georgiana, daughter of the late Richard Sands, a noted Court Laisman and glover, of Sloane Street, London, and has three daughters and three sons.



## Federal Government Departments.

### Public Service Commissioner.

While the headquarters of all the Commonwealth Government Departments are at the seat of government itself, it has been found necessary to have in each State certain officers to do the work of various departments, or, as in the case of the Post Office, Customs, and Defence Departments, extensive branches with practically State organization and administration. With the branches we propose to deal separately, but before doing so there are some important federal officers whose duties are confined within the limits of Western Australia to whom reference should be made.

In the Federal Public Service Act it is provided that in addition to the Public Service Commissioner there shall be in each State a Public Service Inspector charged with the control and inspection of that portion of the Service working therein. Upon the passing of the Act Mr. A. Green, who still occupies the position, was appointed Public Service Inspector in Western Australia, and, subject to the Public Service Commissioner, has administered the Act in this State. In

addition to those duties he was, on the passing of the Federal Old-age Pensions Act, made Deputy-Commissioner of Pensions, and has had the onerous task of examining into and settling many hundreds of applications for pensions from aged and infirm persons.

When the Commonwealth Parliament brought the land tax into existence a Deputy-Land Tax Commissioner had to be appointed in each of the States, and in Western Australia the position was conferred upon Mr. J. F. Whitely, who had for many years been a valued officer in the State Treasury. The Federal Audit Office is represented by Mr. W. E. Kennedy, and the meteorological work, so far as the Western State is concerned, is carried out by Mr. E. B. Curlewis. So far as other avenues of federal activity, apart from the large departmental branches, are concerned, the duties are performed (by arrangement with the State Government) by officers in the State Public Service, who receive some allowance from the Commonwealth whilst so engaged.

AMAZIAH GREEN, Public Service Commissioner to the Commonwealth, St. George's Terrace, Perth. The subject of our biographical notice is a native of Sydney, New South Wales, where he was born on December, 18, 1855. He is a son of Mr. Thomas Hyndes Green, J.P., late of Camberwell, England, his mother being Scotch. At the conclusion of his education, which was of a commercial character, Mr. Green at the age of seventeen obtained his first experience of business life in mercantile and shipping offices at Sydney. Before reaching his twenty-second birthday he entered the New South Wales Government service as registrar of adjustments in the Auditor-General's Department, being transferred to the Postmaster-General's Branch as ledger-keeper in 1877. Ten years later, in 1887, he was appointed chief accountant to the Department of Justice, remaining in that position until 1896, when he was promoted to the Colonial Treasury Department as Treasury Inspector. Subsequently he received transfer to the Auditor-

General's Department with the inspection staff, which, however, was



Bortletto,

MR. AMAZIAH GREEN

Perth.

shortly afterwards retransferred to the Treasury. In 1899 he was

selected to fill the position of Military Staff Paymaster, one of the most responsible financial positions in the Service at that time. In connection with this post, the following comment appeared in *The Transmitter*, the official organ of the Post and Telegraphs, of October, 1902:—"Mr. Green has the proud honour to be one of the very few Australian Government officers, if indeed there were any others, whose services were personally requisitioned in connection with the Boer war. The Imperial authorities saw the necessity of seeking out an officer with an intimate knowledge of the military pay arrangements, as well as having a local knowledge of the Australasian conditions regarding pay of Australian troops. The General of Communications at the Cape, the late Sir E. Forrestier-Walker, applied by cable for the services of Mr. Green as the officer selected for the duty required, and requested the Government to permit of his being secured for duty in charge of a branch of the Australasian Depot at Cape Town. It was considered, however,

that owing to the great pressure on the Military Department at this time in Sydney his services could not be dispensed with locally, and with great reluctance the complimentary request of the British authorities could not be acceded to by the Government." Mr. Green was appointed Public Service Inspector to the Commonwealth in Western Australia in August, 1902, and ranks as the most important Federal Officer in the State. Since taking up his duties in Western Australia he has held the office of Electoral Officer for the State, a post he relinquished subsequently on assuming the duties of Deputy-Commissioner for old-age and invalid pensions. In addition to the performance of his multifarious duties Mr. Green is expected to have a thorough knowledge of the inland centres of Western Australia, acquired by some hard travelling. It has been the opportunity of few men to know Australia better than Mr. Green. A man of strong character, Mr. Green has made his name prominent in the annals of the Civil Service of Australia. He holds the commission of Justice of the Peace and is entitled to act in that capacity throughout the whole of New South Wales and this State. He was married in 1884 to a daughter of the late Mr. Henry McCrea, of the firm of Messrs. Gedys, McCrea, & Co., shipping agents, of Sydney. In his youthful days Mr. Green was keenly devoted to aquatic pursuits and gave all his leisure to that fascinating pastime, while of recent years he has made a hobby of fruit-growing, having an orchard property situated within easy reach of Perth.

**JOHN FRANCIS WHITELEY,** Deputy-Federal Commissioner of Land Tax, Perth, was born on February 1, 1858, at York, Western Australia, and received his preliminary education in his native town, afterwards being sent to school in Perth. For some years he followed the occupation of teacher in the State schools of this country (in his sixteenth year being in charge of a public school at Albany), and in 1881 he entered the Statistical Branch of the Public Service as assistant in the compilation of the census returns for that year. This work completed, he secured a position as clerk in the General Post Office and thereafter in the Telegraph Department, whence in 1889 he was transferred to the Treasury,

receiving eventually appointment there as Examiner and Public Debt Accountant. While holding this office he represented Western Aus-



*Bartletto, Perth.*  
MR. JOHN FRANCIS WHITELEY.

tralia at the Mutual Services' Conference in Melbourne in 1907, and also attended four Premiers' Conferences as financial adviser to the Western Australian Government. In December, 1910, Mr. Whiteley was transferred to the Federal Civil Service and appointed to his present position as Deputy-Federal Commissioner of Taxation. Socially he has come prominently before the public as an amateur stage manager, and in 1901 established a unique record by producing three full-night plays in one week at the Theatre Royal, Perth. Besides his managerial aptitude in the dramatic arena he has literary talent of a high order, as is evidenced by the many excellent articles from his pen on educational matters which appear at intervals in college magazines. He married in 1897 Mary Alice Magdalen, daughter of the late Mr. Felix Kenney, of Moonee Ponds, Victoria, and has three sons and three daughters.

**WILLIAM EDWIN KENNEDY,** Examiner-in-Charge in Western Australia for the Audit Department of the Commonwealth Public Service, is a son of the late Mr. William Henry Kennedy, who was Chief Accountant to the Postal Department in Western Australia for many years. He was born at

Perth on September 18, 1871, and received his early education at a private academy conducted by the late Mr. G. A. Letch. Subsequently he spent three years at a Government school, and upon the close of his scholastic career became connected with the firm of Messrs. Sholl and Foulkes, solicitors, of Perth. Tiring of the law, in December, 1886, he joined the State Audit Department as a junior, and worked his way up, step by step, until he was promoted to Inspector of Accounts, which position he filled for two years. Mr. Kennedy spent in all twenty years in this office, and in 1901 was transferred to the Commonwealth Audit Office as Examiner-in-Charge throughout the State, and has retained this appointment ever since. In 1907 he was admitted as an Associate of the Society of Accountants and Auditors of Western Australia. Mr. Kennedy is a great



*Bartletto, Perth.*  
MR. WILLIAM EDWIN KENNEDY.

enthusiast in motor-boating, and spends much of his leisure time on the river in pursuit of this enlivening sport.

**HAROLD BURNHAM CURLEWIS,** first assistant to the Government Astronomer, Perth Observatory, was born in 1875 at Geelong, Victoria, and educated at Newington College, Sydney. After leaving school he entered the University of Sydney and continued his studies there, at the same time supplementing his income by teach-

ing at the college where he had attended as a boy. He retained this post while reading for the Arts course and for a year after obtaining the degree of B.A. (Sydney). He then came to Western Australia and was appointed astronomical observer and computer at the Perth Observatory. In January, 1908, when the Commonwealth took over the meteorological portion of the service, he was selected for the position which he now holds, as first assistant to the Government Astronomer. On two occasions during the tenure of his present office Mr. Curlewis has been called upon to fulfil the duties of Acting Government Astronomer, the first occasion being for a period of six months, while Mr. Cooke was on a visit to England, and the second during that gentleman's trip to Tonga in connection with the scientific observations of that rare and always interesting phenomenon, the eclipse of the sun.

to the age of fifteen, when he entered into commercial life, afterwards spending a year in the State Observatory. In 1895 he came to Western



Burletto. Perth.  
MR. GEORGE ERNEST WILLSON.

**GEORGE ERNEST WILLSON** was born in August, 1875, at Sydney, New South Wales, and educated at the public schools there up

Australia to try his fortunes on the goldfields, and went back to Sydney the following year. Returning later

to the Western State he entered the Postal Department in 1897 as clerk on the confidential staff of the then Postmaster-General. Two years afterwards he went to South Africa on leave of absence, taking part in the Boer war while attached to the Second Western Australian Mounted Infantry. He spent over a year on active service, beginning at Cape Town and getting to Mozambique through the Orange River Colony and the Transvaal, and was engaged in the thick of most of the fighting on the scouting staff of Major-General Pole-Carew in Division XI. On returning to Western Australia in 1901 he again took up his duties in the General Post Office, his position having been retained for him while absent on military service. Upon the Postal Department being transferred to Federal control in 1902 he was appointed senior clerk for the Commonwealth Public Service Office in Western Australia, which post he held until March, 1912, when he was promoted to the office of senior clerk in the Commonwealth Public Service Commissioner's Office, Melbourne. In 1902 he was married to Miss A. Arnold, of Perth.

### Postmaster-General's Department.

No department of the Commonwealth Government, perhaps, fulfils so important a function in the life of the community at large as does that controlled at the present by the member of the House of Representatives for Kalgoorlie, the Hon. C. E. Frazer. Upon it we depend for rapid and sure communication between us and the outside world, and it is not too much to say that the whole fabric of modern business life rests upon its efficiency and celerity. How true this is becomes apparent on those fortunately rare occasions when the wreck of a steamer causes delay in the receipt of letters, or the failure of a telegraph line throws the business of an important centre out of joint. With the enormous number of transactions carried out annually by the Department as a whole we are not at present concerned, but the following digest of the returns will serve to show the volume of work performed in this State:—

Employés (exclusive of mail contractors) ...	1,272
Number of post offices and receiving offices	430
Number of letters and post cards posted ...	28,496,748
Number of articles registered ...	406,732
Number of newspapers posted ...	9,985,446
Number of books, packets, etc., posted ...	4,141,205

Number of parcels posted ...	218,092
Number of telegrams forwarded ...	1,714,201
Total number received and dispatched ...	3,362,855
Number of miles of telegraph line ...	6,906
Number of miles of wire ...	11,320
Number of telephone exchanges ...	42
Number of telephone connections ...	7,319
Value of money orders issued ...	£997,616
Value of postal orders issued ...	£231,657
Value of money orders paid ...	£708,623
Revenue ...	£315,691
Expenditure ...	£410,296

Up to the time when the Department was taken over by the Commonwealth the permanent executive head was termed the Postmaster-General, but as that became the title of one of the Ministers of State under the Federation, the permanent head in each State became Deputy-Postmaster-General. The officer holding this responsible post in Western Australia in 1901 was Mr. Richard A. Sholl, an old and valued public servant, who, though he possessed no other experience than that gained during the "old colonial days," made a valiant attempt, with a great measure of success, to meet the enormous expansion of business in the Department.

ment consequent upon the abnormal development caused by the discovery of gold. Being well advanced in years at the time of the transfer of the Post Office from the colony to the Commonwealth, he in a little time sought the opportunity of retirement, and was succeeded by Mr. R. Hardman, an officer of Western Australian training also. Unfortunately, after a few years' occupancy of the post, Mr. Hardman's health began to fail, and finally he reached a point when retirement from active work became necessary. The vacancy thus created was after some delay filled by the appointment of the present Deputy-Postmaster-General, Mr. F. Whysall, who has had a long and comprehensive training in the more strenuous postal departments of the Eastern States.

A brief resumé of the history of the Post Office in Western Australia may, perhaps, be interesting. On the foundation of the colony in 1829 no provision appears to have been made for the receipt and delivery of mails, but early in the thirties Mr. Charles Macfaull, who was the publisher of *The Perth Gazette*, and practically the official printer to the Government, was appointed Postmaster, his remuneration consisting of the amount paid for the transmission of each letter. Apparently it was not necessary to prepay the postage, as in 1834 we find a notice in the newspaper to the effect that after the passing of a Post Office Ordinance then contemplated no "booking" would be allowed. This Ordinance (5 Will. IV., No. 5), which was agreed to on December 31, 1834, provided for the establishment of post offices, the receipts from which should form part of the consolidated revenue. A fortnight later a proclamation was issued bringing the Ordinance into operation and appointing Charles Macfaull principal postmaster at Perth, John Bateman postmaster at Fremantle, and Sarah Lyttleton postmistress at Albany. At the same time the following rates for postage were fixed:—For single letters or packets delivered at Fremantle, Albany, or Augusta from overseas, 3d.; for double letters, 4d.; for letters weighing over an ounce, 6d. per ounce; for letters or packets received at Fremantle from overseas for delivery at Perth, 6d., 8d., and 10d., according to size and weight; and for letters or packets between Perth and Fremantle, 4d., 5d., and 6d. In these days of striving after universal penny postage these rates seem extortionate, but no doubt the little community at the Swan River in those days was only too glad to pay them in return for news from the great outside world from which the members had exiled themselves. As it was, oversea letters were very irregular in delivery, many of the ships trading to and from Fremantle declining to carry mails, the captains thereby earning the unanimous disapproval of the settlers, who reserved for them their special marks of indignation.

It was not until April, 1842, that a regular mail service was established between the various settlements of the colony. In that month daily communication was opened between Perth and Fremantle, Guildford received and dispatched letters twice a week, and the other settlements rejoiced in the improved facilities that a weekly service with Perth afforded. In many of the country districts natives were employed as letter-carriers, an experiment which met with a fair measure of success. The cost of transmission in these early days was paid in cash, no postage stamps being used until August, 1854, when the celebrated one-penny Black Swan stamp—which has since become of great value in the eyes of philatelists—was issued. This was soon followed by the issue of stamps of higher denomination.

All this time complaints were loud and persistent about the irregularity of communication with England, which was still at the mercy of the captains of trading vessels. As an instance of the delay that occurred, it may be mentioned that the settlers in Perth were unaware of King William IV.'s death until five months after Queen Victoria had ascended the throne. The complaints after a while crystallized into a distinct agitation for a monthly mail service. A petition was prepared, and, like all petitions of those days, forwarded to the Secretary of State for consideration. The Colonial Office, following out what appears to have been then its settled plan in colonial matters, treated the request with indifference. A second memorial was then prepared, and that, dispatched on June 2, 1845, ultimately, after considerable correspondence, resulted in a monthly mail being established *via* Singapore. The letters and packets were brought to Singapore under arrangement with vessels trading to the East, and the colonial vessel was dispatched monthly to that port to bring them on to Fremantle. This new departure required more systematic administration in the Post Office, which was accordingly reorganized, Mr. Anton Helmich, an officer in the Auditor-General's service, being made Postmaster-General.

A further improvement in the methods of communication took place in 1852, when the Royal Mail Steam Navigation Company decided to make Albany a coaling station for its steamers trading between London and Sydney. The first vessel to call was the "Australian" in July, and its arrival was heralded with joy, even though it took two horses six days to carry the mail overland to Perth! When a couple of months later the P. & O. s.s. "Chusan" arrived with a mail from Singapore the colonists began to feel that they were once more being brought into touch with civilization. In 1856 the P. & O. Steamship Company entered into an arrangement with all the Australian colonies for a direct monthly mail service, King George Sound being under that agreement the first and the last

port of call in Australia. Within a few months this service was altered to a fortnightly one, and continued until 1888, when the Orient Steamship Company was also subsidized to carry on a fortnightly service, so that since the beginning of that year there has been regular weekly communication between the United Kingdom and the Australian Commonwealth.

In the following year Mr. Helmich, who had been Postmaster-General since 1849, resigned office, and Mr. R. A. Sholl was appointed to the vacancy. Up to 1891 the postage on letters to the United Kingdom was 6d. per half-ounce, but in that year Western Australia, with the other colonies, joined the Universal Postal Union, and the charge was reduced to 2½d., and since then, owing mainly to the earnest advocacy of Sir Henricker Heaton, the Australian Commonwealth has, in common with the United Kingdom, reduced the charge to 1d.

One aim which the Government had in view in the construction of an extensive and safe harbour at Fremantle was to substitute that port for Albany as the place of call for mail steamers, and so reduce the time in which letters could be received from London, as well as afford more convenience to passengers travelling by the mailboats. The first company to make the change was the Norddeutscher Lloyd early in 1898. It was followed by the P. & O. and Orient Companies in 1900 and the Messageries Maritimes Compagnie in 1902.

It is not proposed to continue the outline of the arrangements for the ocean mail services through the various ramifications that have taken place. At present the four leading companies trading from the United Kingdom to Australia all carry mails—the

Orient, the P. & O., the Norddeutscher Lloyd, and the Messageries Maritimes. The only contract under which subsidy is paid by the Commonwealth is with the Orient Steamship Company, the others all being paid on a poundage basis.

Western Australia being a country of such magnificent distances, and settlement in the earlier days being scattered over such a wide expanse of territory, inland postal services have always been a source of difficulty to the department—difficulty which was enormously accentuated by the development of the goldfields during the nineties. Overwhelmed by a sudden influx of population, most of which went out into the far eastern and northern goldfields, the post office, in common with nearly every other Government department, found itself utterly unable to cope with the in-

crease of business. For a time a state of affairs approaching chaos reigned, notwithstanding all the efforts put forth by those in authority. New offices were opened wherever reports of gold discoveries, with the consequent rush of diggers, were made known; the staff was increased both at the General Post Office and throughout the colony; all



GENERAL POST OFFICE, PERTH.

the same, some considerable time elapsed before even moderate efficiency in the dispatch of business was secured. Probably it would have been secured much more quickly if the newcomers had been as ready to assist as they were to blame. Much was said about the obsolete and dilatory methods of the Western Australians as compared with the manner of conducting business in the East, yet many who have known the Post Office under both colony and Commonwealth fail to observe any greatly increased efficiency since 1901.

FRANCIS WHYSALL, Deputy-Postmaster-General of Western Australia, entered the Civil Service of New South Wales in July, 1875, as telegraph probationer, and in December of the same year was

appointed junior operator at the head office, where he continued until January, 1888. He was then sent to Broken Hill, where the quadruplex system had recently been inaugurated owing to the rapid in-

crease of business, and was appointed telegraph master there, the post-office at that time being conducted apart. At a later date, when the offices were regraded by the State Public Service Board, Mr. Whysall



was appointed to the dual office of post and telegraph master at this station. In 1897 he applied for and was transferred to the position of post and telegraph master at Armidale, New South Wales, where he remained until June, 1900, when he was promoted to the charge of a telephone branch at Sydney. He occupied the position of telephone manager in that city until May, 1906, when he was transferred to the mail branch as assistant superintendent. Mr. Whysall acted as superintendent of mails from November, 1906, to October, 1907, and on several occasions later was employed in a similar capacity. He also filled the position of chief clerk for some months. In 1911 he was chosen to succeed Mr. R. Hardman as Deputy-Postmaster-General of Western Australia, and arriving in the State toward the close of the year immediately entered upon the duties of that office, which he still continues to fulfil.

**RICHARD HARDMAN**, Deputy-Postmaster-General for Western Australia from 1904 to 1912, spent forty-three years of his life in the service of his country, and by untiring devotion to his work rose from junior clerk to the exalted position of Deputy-Postmaster-General of Western Australia. Born at Plymouth, England, in 1848, he came to Western Australia in the early fifties, and received his education at the school founded by the late Bishop Serra, and subsequently at the State School, Perth. In 1863 he embarked on a commercial career, his first entry into the Public Service of Western Australia dating back to January, 1865; and in February, 1868, he accepted a post under the late Mr. Alexander Francisco, postmaster at Fremantle. Resigning this position in August, 1871, he spent some little time in the Customs Department, but re-entered the Post and Telegraph Department at Perth toward the close of 1872. He was appointed to the responsible position of postmaster at York in 1873, and remained in that flourishing township until twenty years later, when he was promoted to an inspectorship, with transfer to the metropolis. This was in July, 1893, and in 1895 he became Chief Inspector during the regime of Mr. R. A. Sholl, Postmaster-General of Western Australia. Some three or four years after

the accomplishment of Federation, in July, 1904, Mr. Hardman became Deputy-Postmaster-General, succeeding to the chair vacated by Mr. Sholl, which he continued to fill until the year 1912, when,



Bartleto, Perth.  
MR. RICHARD HARDMAN.

on account of failing health, he retired from the Service. Mr. Hardman was associated with the Telegraph Service from its first introduction to the State by the late Mr. E. P. Stirling, and always took an active interest in promoting its extension to the remoter settlements, where it has proved itself a considerable factor in promoting the development of the State.

**RICHARD ADOLPHUS SHOLL**, J.P., I.S.O., late Postmaster-General of Western Australia, is a native of this State, having been born at Bunbury on December 18, 1846. He is a son of the late Mr. Robert John Sholl, first Government Resident of the Nor-West district of Western Australia, which post he continued to occupy for many years. Upon the close of his education at Bishop Hales' College in Perth Mr. R. A. Sholl, at seventeen years of age, began his official connection with the Civil Service as a junior clerk in the General Post Office at Perth in 1863. At that time the staff consisted of the Postmaster-General, four clerks, and two letter-carriers in the metropolis, while the Service for the whole State included only forty-two members. In 1873, after ten years in the department,

Mr. Sholl was appointed Chief Clerk which office he held until 1889, when he received the appointment of Postmaster-General with a staff of 200 in the head office and 800 officials in the country centres. In honour of this event the postal and telegraph staffs convened a complimentary gathering, when he was presented with a souvenir in token of the appreciation of the officials with whom he had been so long connected. Upon the federation of the Australian States in 1901, in common with the other heads of the postal departments in the respective States, he retained the duties of his office, which he continued to discharge until July, 1904, when he retired on a full pension. He has taken some part in public life, and was appointed to a commission of Justice of the Peace by the first Ministry under responsible government. In earlier days he was a member of the City Council for about six years, and at a later date was appointed a member of the Licensing Bench by the Wilson Government. During many years he was closely identified with the volunteer movement, from its initiation in 1861, receiving the volunteer officer's decoration for long service instituted by Queen Victoria. A brilliant rifle shot, he was winner of the Governor's Cup in 1877. In 1850 the Western Australian Turf Club was established by Colonel Reeves, the land where the present racecourse has been formed being granted by the Government on a 999 years' lease, and subsequently secured as freehold title under the Forrest Administration. In 1879, at which period the affairs of the Club were in a very precarious condition, Mr. Sholl was asked to undertake the secretaryship, and, with the assistance of Mr. George Parker, virtually laid the foundation of the successful institution of to-day. Though resigning this office on his appointment as Postmaster-General he still continued to act as a member of the governing body of the Club, and for over thirty-two years has diligently promoted its interests, being now Vice-Chairman. The compiling of the first set of rules for the guidance of the Club must be placed to the credit of Mr. Sholl, who gave much time and attention to the drafting out of regulations which, with the necessary additions and amendments in subsequent years, should appeal to the best sporting instincts of that

portion of the community which finds its chief recreation on the racecourse. "Sport for sport's sake" being his motto, he was always a severe judge of anything of a doubtful nature creeping into the arena, and his connection with the turf has not failed to have its uplifting influence. Some years ago Mr. Sholl commenced breeding thoroughbreds in a small way, and has produced some successful performers, among which may be mentioned "Romulus" and "Dragon." He races only horses which have been bred and trained by himself, and his colours—all green—are very popular on the field. In addition to his horseracing interests he is a supporter of various athletic clubs, in his schooldays having been a noted sport and particularly prominent as a runner and long-distance walker. He has also done much to purify the game of football in Western Australia. Mr. Sholl has been twice married, his first wife, a daughter of Assistant Commissary-General Ashton, dying in 1877. The present Mrs. Sholl is a daughter of the late Lieutenant-Colonel Gilbert Howard Sanders, 30th Regiment, a veteran of the Crimea.

JOHN JOSEPH LLOYD, J.P., Chief Clerk to the Federal Post and Telegraph Department of Western Australia, is a son of the late Mr. J.



Bartletta, Perth.  
MR. JOHN JOSEPH LLOYD.

H. Lloyd, of Northam, and was born at York on September 21, 1860. At the conclusion of his school-days he joined the postal service of Western

Australia in May, 1875, and as an assistant was sent to Bremer Bay, a station on the interstate line, in December, 1877. Here he acted as telegraph master from June, 1882, until August, 1884, when he was selected to fill a similar position at Carnarvon in the Nor'-West. In June, 1893, he received transfer to the town of York as postmaster, and after an interval of about nine months was brought to Perth to assume control of the money order branch, parcels post, and the distribution of stamps. He continued at the General Post Office for ten years, and in June, 1904, was promoted to be postmaster at Fremantle. In October of the ensuing year he was transferred to the appointment which he now holds, and in the years that have since intervened his courteous manner and genial disposition have gained for him a host of friends in the City of Perth. In his youthful days Mr. Lloyd found cricket of absorbing interest, but his ever-increasing official responsibilities have compelled him to relinquish the active pursuit of outdoor recreation of every kind. He is a Justice of the Peace for the magisterial district of Perth, and married in 1886 Sophia, daughter of Mr. J. H. Gregory, J.P., of Northam, his family consisting of five daughters.

AUGUSTUS WILLIAM PIESSE, J.P., Senior Inspector, Post and Telegraph Department, and Commonwealth Electoral Officer for the State, is a member of one of the oldest families in Western Australia. His father reached these shores from England in the forties and was for several years an inspector in the police force. His mother, who is still living (1912) at the ripe old age of seventy-five years, has been a resident of Newcastle for many years. Mr. A. W. Piessé was born at Guildford on December 8, 1858, and at the age of thirteen years entered the Telegraph Branch of the postal service at Northam. As a youth of sixteen and a half summers he was appointed to act as post and telegraph master in that town, and in 1878 was transferred to Newcastle (since renamed Toodyay), where he remained three years in the same branch of the Service. In 1881 he was post and telegraph master at Williams, and also acted as clerk to the Court of Petty Sessions, fulfill-

ing the duties of both positions for twelve years. On the opening of the Great Southern Railway in 1893 the duties were divided, and Mr. Piessé was installed as postmaster at Katanning. With the formation of

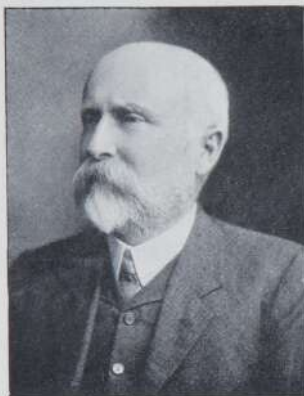


Bartletta, Perth.  
MR. AUGUSTUS WILLIAM PIESSE.

the Postal Inspection Branch in 1896 he was selected to be Assistant Inspector at Perth, and at the end of a year was promoted to an inspectorship. Upon the elevation of Mr. Hardman to be Deputy-Postmaster-General the office of Senior Inspector became vacant and Mr. Piessé was offered and accepted the position. In addition to his postal duties he has acted as Commonwealth Electoral Officer for Western Australia since July, 1908. Mr. Piessé is a Justice of the Peace for Western Australia and in 1908, during the absence in England of the Commonwealth Public Service Inspector, carried out the duties attached to that position. He has an intimate knowledge of the inland centres of the State, having at one time or another officially visited nearly every settlement west of the South Australian border-line. Two-score years have passed since Mr. Piessé joined the Service at Northam, and his record is worthy of emulation and an incentive to those aspiring to the higher offices of the Civil Service, both Federal and State. In his youth he was devoted to cricket, but at the present time his duties will not permit of his indulging in recreation of any kind. Mr. Piessé married a daughter of the late Mr. Charles Heal,

of York, of which union a daughter survives. He was married for the second time in 1888 to a daughter of the late Mr. Robert Holmes, of Mandurah, and has two sons and one daughter.

**THOMAS JOHN BEATTY,**  
Superintendent of Mails in the



*Bartletto, Perth.*  
**MR. THOMAS JOHN BEATTY.**

Federal Post and Telegraph Department, is a son of the late Mr. Irwin Beatty, of Port Fairy, Victoria, and was born there in April, 1855. Educated locally, he supplemented his scholastic training by a long course of private tuition until in his thirteenth year, when he joined the Post and Telegraph Department as a junior clerk. Soon afterwards he was transferred to the Electrical Branch of the Service, where he occupied the post of operator at the Melbourne office for fifteen years. During that time he also filled the position of acting post and telegraph master in all the important centres of the Garden State. On the introduction of the parcel post system between the United Kingdom and Victoria he was placed at the head of the new branch and was responsible for the inception of the work of this important department, subsequently planning the extension of the system to the city and suburban districts of Victoria. Coincident with the extensive changes which were made when the Commonwealth assumed control of the postal services of Australia he was appointed superintendent of mails

at Perth, the duties of which position he still ably fulfils. Mr. Beatty was one of the first senior officers to be transferred, and on his arrival in the Western State set about the re-organization of his department, a work he completed to the entire satisfaction of the permanent heads. What little leisure he has is devoted to the pursuit of floriculture at his residence at Peppermint Grove. He married at Stawell, Victoria, in 1877 a daughter of Mr. A. B. Clemes, J.P., and has three sons and a daughter.

**THOMAS VOWLES,** Accountant to the General Post Office, was born on February 14, 1861, at Craigie, Victoria, in which State his father, a native of Somerset, England, had



*Bartletto, Perth.*  
**MR. THOMAS VOWLES.**

been engaged in mining and other pursuits from the early fifties. Having received his education, at the age of sixteen he obtained employment as an invoice clerk to the Victorian Confectionery Company, a year later entering the mail branch of the General Post Office at Melbourne. After four years' service he was transferred to the Accountant's Branch, remaining in that office until 1903, when he received the appointment of accountant at the Perth office, rendered vacant by the death of Mr. Kennedy. Mr. Vowles is a member of the Yacht Club at Claremont, where he resides, and is also a member of the local Bowling Club in that charming riverside suburb. Married in the year 1888 to Miss

Lacy, of Melbourne, he has a surviving family of two sons, the elder at present studying for commercial accountancy, the younger being a cadet at the Commonwealth Military College.

**RITCHIE EAGLE,** Comptroller of Stores, Federal Postal Department, Western Australia, is a son of the late Mr. John Eagle, of St. Bathans, Otago, New Zealand, and was born in the Dominion on May 11, 1875. He received his early education in his native town, and subsequently studied at Dunedin, where he specialized in the subject of mechanical engineering. At the age of twenty-one, for the sake of experience he did two years' practical work at the New Zealand Government railway workshops, and while there filled the post of instructor to drawing and mechanical classes in connection with the workshops. In 1899 he was transferred to the office of the Chief Mechanical Engineer at Wellington, where for two years he occupied the position of draughtsman. His chief (the late Mr. Rotheram) being appointed to a similar post in Western Australia, offered Mr. Eagle a position with him in his new sphere, which was



*Bartletto, Perth.*  
**MR. RITCHIE EAGLE.**

accepted by the gentleman under review, who arrived at Perth in November, 1900. While associated with the Chief Mechanical Engineer, Mr. Eagle drafted the specifications for the new machine tools required

for the installation plant at the Midland Junction Workshops and now in use there. In 1907 he was appointed, in conjunction with Mr. Gallagher, Comptroller of Stores to the Railway Department to reorganize that branch of the Service, and after being employed in that department as chief clerk until April, 1911, was promoted to the position he now holds. Immediately after his appointment Mr. Eagle was sent to Melbourne to assist Mr. Triggs, chief accountant of the Postal Department, in drafting uniform stores regulations for the postal service of the Commonwealth and to attend a Conference of Comptrollers of Stores from the various States. Mr. Eagle was at one time connected with the Stock Exchange of New Zealand at Wellington. He is Secretary of the King's Park Tennis Club and himself a player of ability, being the winner of several trophies in connection with this sport. He is also a well-known lacrosseur, having represented Western Australia against South Australia, Victoria, and Canada. In 1904 he married Edith, daughter of Mr. John Hes, of Kalgoorlie, and has one daughter.

ANDREW THOMSON, postmaster, Fremantle, is a son of the late Mr. Robert Thomson, of Sorn,

Scotland, where the subject of this review was born on October 8, 1864. He was educated at Auchinleck, near his birthplace in Ayrshire, and upon attaining the age of thirteen years joined the postal service at Cumnock



Bartleto, Perth.  
MR. ANDREW THOMSON.

as junior, and continued in this connection for about seven years, during which he occupied various positions. While still in his teens he received transfer to Greenock, where he

assumed the duties of telegraphist, and some years later, in 1888, left his native land for Australia. Upon arrival in Victoria Mr. Thomson accepted a position as telegraphist in the General Post Office, Melbourne, where he remained about three years. He then came to Western Australia under engagement to fill the post of telegraph operator at the head office at Perth, and in February, 1894, proceeded to Southern Cross to take charge of the office at that centre. His next move was to Coolgardie before the construction of the railway line in the district. Here Mr. Thomson was stationed for the following ten years, and during those strenuous early days he watched the rise of the mining industry which has made the name of Coolgardie famous. In 1904 he was transferred to Boulder, where he occupied the appointment of post and telegraph master for two years, and was then placed in charge of the more important office at Kalgoorlie. A year later he came to Fremantle, and has continued in the discharge of this responsible position ever since. Mr. Thomson is a great golf enthusiast, and has won several trophies in this branch of sport. He married in 1900 at Coolgardie Annie, daughter of the late Mr. John Wilson, of Orchard Valley, Victoria.

## Telegraph System.

In the matter of introducing the telegraph Western Australia certainly lagged behind the rest of the civilized world. The little community seems to have grown so self-contained, and in a measure self-satisfied, that it appears to have almost lost the desire to keep in touch with the outside world. Some of the more progressive spirits had repeatedly urged upon the nominee Legislative Council the necessity of having telegraph communication between the various towns in the colony, but their requests fell upon deaf ears. It was left to two private citizens—Messrs. Edmund Stirling and Cumming—to take the first step. These on their own responsibility erected a private line between Perth and Fremantle, which was opened to the public in June, 1869. The convenience afforded was so great that in 1870 the Legislative Council was compelled to take into consideration the matter of telegraph communication, and in May of that year a resolution was passed at the instance of the Colonial Secretary authorizing the construction of lines between Perth and Albany, Bunbury, York, and Newcastle. The work

was to be done by an Electro-Magnetic Telegraph Company, which was formed with a capital of £12,000, the interest upon which was guaranteed by the Government. The directors were Messrs. Leake, Carr, Shenton, Birch, Glyde, Moore, King, McKail, Clifton, Steere, and Monger, with Major Crampton as Chairman and A. J. Hillman as Secretary. A second company was formed shortly afterwards, but the two were amalgamated in 1871. Tenders were invited for the construction of the various lines, and by the end of 1872 the work was completed. When the loan of £35,000 allowed by the Secretary of State was floated in 1872, £12,000 out of the proceeds was applied to the purchase of these lines by the Government, and arrangements were made for rapid extension. The loan was soon absorbed, and in 1873 a further amount of £100,000 was authorized. The first moiety of this was raised in Melbourne in 1874, and the second shortly afterwards. It was wholly applied to railway and telegraph extension. Communication by wire was established in 1874 between Newcastle and Geraldton, and in January, 1875, just prior

to leaving the colony, Governor Weld installed the first pole of an overland telegraph line between Perth and Eucla. The project of linking the west of Australia to the east by telegraph had been first mooted in 1860, because several of the schemes for connecting Australia with India included a cable terminus on the west coast. Another factor that influenced South Australia particularly in favour of the scheme was the fact that the mail steamers were calling at King George Sound. Nothing definite was done, however, until 1873, when an agreement was entered into under which Western Australia engaged to build a line from Albany to Eucla to meet the South Australian section at that point on the border. The South Australian portion was completed in July, 1877, and the Western Australian section a few months later, so that by the end of the year Australia was crossed both north and south and east and west by telegraph lines. As Adelaide was already in communication with London through Port Darwin, the Albany-Eucla line brought Perth into touch with the whole civilized world. The length of the line is about 749 miles, and its cost was £42,000, nearly 30s. per head of the population of Western Australia at that time. A second line to Eucla was constructed through Coolgardie when the expansion of business through the

gold discoveries rendered such a course absolutely necessary through the occasional failure of the line from Albany.

The Eastern Extension Company having made Broome the terminus of an alternative cable from Banjoewangie in Java, an overland telegraph line was built from Perth to connect with it, and in 1892 this line was extended to Wyndham, on the extreme north, 2,125 miles away from the capital city. In the same year the telegraph reached Southern Cross, the centre of the Yilgarn goldfield, and the subsequent phenomenal discoveries further eastward and on the Murchison and Pilbara fields brought about rapid extension of the whole system during succeeding years.

There are two points in Western Australia where submarine cables end—one, as already mentioned, at Broome; and the other at Cottesloe, which forms the Australian terminus of the Eastern Extension Company's Cape-Australian line. Thus in the matter of rapid communication with the older world Western Australia, though perhaps a little late in securing the facility, is now admirably served.

At the present time there are 6,906 miles of telegraph lines in the State, in the construction and working of which 11,320 miles of wire have been employed.

MICHAEL RYAN, Manager of Telegraphs, General Post Office, West-



Bartletto, Perth.

MR. MICHAEL RYAN.

tern Australia, is a son of Mr. Michael Ryan, of "Rossmore," Northam, and is a native of this State, having been born at Toodyay on March 20, 1865. He received his early scholastic training at the Roman Catholic School at Newcastle,

and subsequently attended the local State School, concluding his studies under private tuition. Upon leaving school in 1879, at fourteen years of age, he entered the postal department at Northam as messenger, and remained there for two years, during which time he qualified as telegraphist, subsequently proceeding to Eyre's Sandpatch, on the Eucla line, as assistant operator. After four years at this station he was promoted to the position of postmaster at Onslow, being at the time of his appointment only twenty years of age. Five years later he was sent to Israelite Bay in charge of the automatic telegraph repeating station, where he completed a similar period, and from this place was transferred to Eucla as post and telegraph master, continuing in charge of this office for twelve years. In 1907 he was removed to Bunbury, and eighteen months later was promoted to fill a vacancy at Boulder. In December, 1911, he received his present appointment of Manager of Telegraphs for Western Australia, taking the place of Mr. P. de Gruchy, who had been transferred to the Sydney office as Assistant Telegraph Manager at the General Post Office in that city. Mr. Ryan has been an honorary member of the Australian Natives' Association for some con-

siderable time. In 1889 he married Clara, daughter of Mr. W. Graham, of Narrogin, and has two sons and seven daughters.

PHILIPPE JOHN DE GRUCHY was born at Jersey, Channel Islands, on March 5, 1854. He is a son of



Bartletto, Perth.

MR. PHILIPPE JOHN DE GRUCHY.

Captain John de Gruchy, master mariner, who for many years traded

between England and foreign ports. He left the Oxenford Public School, where he was educated, at the age of seventeen years and entered the office of a solicitor for twelve months, at the end of that time joining the Civil Service as a telegraph clerk. After three years' service in this position he emigrated to New South Wales and became telegraph operator in the postal service of that State, rising steadily until appointed to the position of supervisor of telegraphs in the Sydney office. In 1906 he was offered and accepted the post of Acting-Manager of the Telegraph Department in Western Australia. In this new position his

natural powers of organization and control had ample scope, and his ability receiving early recognition by those in authority, at the end of three months he was appointed to be Manager of the permanent staff. In 1912 Mr. de Gruchy was transferred to Sydney, New South Wales, Mr. Ryan being appointed to the position thus rendered vacant. Mr. de Gruchy is an enthusiast in his work and takes the keenest interest in anything appertaining to telegraphy and its advancement as a science. While he was in Western Australia the Wheatstone automatic system was installed between Perth and Adelaide, thereby

doing away with the necessity of a repeating station at Eucla. This installation was the means of effecting a considerable saving in the annual expenses of the department and led to a substantial reduction of the working staff on that line. For the successful control of this important interstate artery an expert staff is required, and on Mr. de Gruchy devolved the responsibility of training and supervising the operators employed in dispatching the huge volume of telegraphic matter handed into the receiving office. He married a daughter of the late Mr. A. K. Page, of Merimnula, New South Wales.

## Telephone System.

The statistics contained in the report of the Postmaster-General for 1910 show that per head of the population more use is made of the telephone in Western Australia than in any other of the Australian States. In New South Wales the percentage of instruments to population is 2.2, in Victoria it is 1.994, and in the other States even less, while in Western Australia at the end of 1910 it was 2.4. This affords, at any rate, some evidence that, in spite of the belief that in modern conveniences the State lags far behind her Eastern sisters, she is more progressive than they in the use of some of those conveniences.

On July 31, 1882, Mr. (afterwards Sir) George Shenton, in the Legislative Council, asked the Colonial Secretary to lay on the table a return showing the cost of construction and maintenance of a telephone system in the towns of Perth and Fremantle. The then Colonial Secretary, Lord Gifford, V.C., in consenting, said that from inquiry already made there was every prospect of such a system, if established, being self-supporting.

On August 24, therefore, of the same year, a motion brought forward by Mr. Shenton was agreed to, namely, that the Government should ascertain whether a sufficient number of subscribers could be obtained to warrant the establishment of a telephone system in and between Perth and Fremantle.

JAMES SIMCOE FITZMAURICE, M.I.C.E., M.Amer.-I.E.E., Electrical Engineer, General Post Office, Western Australia, was born at Melbourne, Victoria, on November 1, 1861, and educated at St. Philip's and Christ Church Grammar Schools, Sydney. After

12 months' experience in the office of a stock and share-broker he entered the Sydney office of Mort's Dock and Engineering Company, Limited, where he was under the immediate direction of the late Mr. Thomas Sutcliffe Mort, whose name and fame are identified with the history

of the Mother State. By the courtesy of the late Mr. T. S. Mort he was permitted to serve an engineering apprenticeship of five and a half years, during which period he studied mechanical drawing, engine designing, electrical engineering, chemistry, and applied

The matter was again brought forward by Mr. Shenton on April 8 and on August 3, 1883, when it was ascertained that, unfortunately, a sufficient number of subscribers could not be obtained, so little value being then placed upon this now almost indispensable convenience.

On September 4 in the same year a proposal was made by Mr. B. C. Wood to establish telephonic communication in and between Perth and Fremantle on certain terms, but nothing finally eventuated.

Sir Thomas Cockburn-Campbell, on August 4, 1884, once more brought the matter under notice, with the result that on August 27 a message from the Governor announced that the desired action would be taken, provided inquiry showed that the system could be established on a self-supporting basis. On September 5 Sir Thomas Cockburn-Campbell formally moved that the Select Committee on Public Works be instructed to consider the question, the result of which was that the Government placed a sum of £2,000 on the 1885 Estimates for the establishment of a Telephone Exchange.

The telephone exchange system was opened in Perth on December 1, 1887, with seventeen subscribers, and at Fremantle on January 1, 1888, with nine subscribers.

The number of public subscribers for the two places at the end of 1888 was only sixty-three. The number of exchanges have now increased to over forty, and the instruments connected to nearly 8,000.

mechanics under Professor Warren, now of the University of Sydney, and other technical experts. On the completion of his apprenticeship he obtained employment as journeyman with Messrs. G. & C. Hoskins, of Sydney, and two months later entered the Fitzroy Government Dock employ in a similar capacity. Having made electrical engineering a special study, he was selected and appointed by the late Colonel E. C. Cracknell (Superintendent of Telegraphs) in 1883 to the position of Engineer-in-Charge of the Parliament House Electric Light Installation (the first public building permanently installed with electric light in New South Wales). In 1886 he was promoted to the position of Chief Engineer of the Electric Light Branch, which included the Parliament House, General Post Office, Circular Quay, and Cowper's Wharf installations. In 1887 he erected a steam electric light plant at the Jenolan Caves, and carried out all subsequent extensions of the electric lighting up to the year 1902 at the famous tourists' resort. In 1904 he was appointed Engineer-in-Charge of Lines (telegraph and telephone) in New South Wales, and in 1906 was promoted to the position of Assistant Electrical Engineer in the General Post Office, Sydney, a position he held until December 10, 1910. Upon that date he left Sydney to take up the position of Electrical Engineer in Western Australia, left vacant by the transfer and appointment of Mr. A. A. Dircks to take up a similar position in Melbourne. For several years he held the position of representative of the Professional Division in New South Wales on the Commonwealth Public Service Appeal Board and Vice-President of the Professional and Clerical Association of the Postmaster-General's Department, and was subsequently elected to the office of President, but was obliged to relinquish the post through pressure of departmental duties. He is a member of the Institute of Electrical Engineers, London, of the American Institute of Electrical Engineers, of the Engineering Association of New South Wales, and of the Electrical Association of New South Wales. In 1889 he was appointed local Honorary Secretary of the American Institute of Electrical Engineers for Australia, a position he held until a few years

ago, when local honorary secretaries were appointed for the several States. At present he holds the position for New South Wales. He fulfilled the duties of Secretary to the Engineering Association for seven years, and on relinquishing the post was presented by the members with a handsome token of esteem in the shape of a silver-plate, and was elected a life member of the Association. Since 1884 Mr. Fitzmaurice has been closely identified with the military electric lighting and communication of New South Wales. He prepared specifications for and plans of the military defence electric light plants at South Head, La Perouse (now removed to Green Point, Sydney Harbour), Fort Scratchley and Nobbys (Newcastle),



Bartletto, Perth.  
MR. JAMES SIMCOE FITZMAURICE.

and superintended their erection. In January, 1893, he accepted a commission as Lieutenant in No. 4 Electric Company, New South Wales, and was placed in charge of the electric light section of that Company. On the retirement of Major J. S. Alexander, V.D., he was appointed to the command of No. 1 Electric Company, which was subsequently formed into two separate units—the No. 1 Telegraph and No. 1 Electric Company respectively. He was selected to command the No. 1 Telegraph Company, a position he held until taking up the duties of Electrical Engineer in Western Australia. In 1909 he passed with special mention and distinction for Captain, and two years hence (1913) will be entitled to the Victoria Officers' Decoration for

twenty years' commissioned service. During the Kitchener manœuvres in 1910 the Telegraph Company under his command carried out important communications, which earned the commendation of the military authorities. Bowling is the favourite pastime of Mr. Fitzmaurice. He is a member and Ex-President of the Balmain Bowling Club, New South Wales, and has placed several matches, including championship honours, to his credit, and has held the position of pennant captain for some years. He has taken a very active part in Masonic matters in New South Wales, was Past Master of Lodge Corinthian, No. 100, in which he was initiated in 1893, and holds the position of Past Senior Grand Warden of the Grand Lodge of New South Wales, having had seven years of active service under the Grand Mastership of M.W. Brother Colonel J. C. Remington and M.W. Brother Admiral Sir Harry Rawson, K.C.M.G., respectively. He has occupied the offices of Grand Steward, Grand Deacon, Inspector of Working, Junior Warden, Senior Warden, and was a member of the Board of Benevolence from 1901 to 1910 inclusive, and is a life member of the Freemasons' Benevolent Institution, New South Wales. In 1886 Mr. Fitzmaurice married a daughter of the late Mr. Hugh Thomas Smith, of Canada, but latterly of Sydney, and has three daughters and two sons, the latter graduating in the engineering profession.

GEORGE PHILIP STEVENS, formerly electrical engineer to the Post and Telegraph Department, but now retired, was born at Keynsham, Somerset, England, on June 24, 1861. When only seven years of age he was brought to Western Australia by his parents, and after some years of schooling entered the Post and Telegraph Department on April 13, 1874. Two years later he was transferred to Esperance Bay as officer-in-charge, pending the completion of the intercolonial telegraph line. At the age of seventeen he was appointed station-master at Bremer Bay, and in 1882, when only twenty-one years of age, he was promoted to be station-master and Customs officer at Israelite Bay. Four years afterwards he was transferred to Eucla, on the South Australian border, then a most important

link in the telegraph system which serves to annihilate the distance between East and West, but since fallen from its high estate owing to the installation of the wonderful "Wheatstone" system. At Eucla he remained for ten years, and was then recalled to Perth to occupy the post of Manager and Electrician of the Telegraph Department. In a similar capacity he was transferred in 1901 to the Commonwealth Service, being subsequently promoted at a higher salary to be electrical engineer. During his tenure of this office he incurred the displeasure of the permanent and political heads of the Department by strenuously opposing the indiscriminate use of condenser telephones, on the ground that they seriously interfered with the efficiency of the telegraph service. He was subsequently charged with incompetency, the chief indictment being waste of money through his advocacy of an additional telegraph line to the goldfields at a cost of £3,900 and the employment of more telephone attendants than was considered necessary. A special Board was appointed to inquire and report as to his fitness to satisfactorily carry out the duties assigned to him. The Board of three included a junior officer from Sydney and a mail officer possessing no technical knowledge. The officer upon whose report the inquiry was based was present watching his case throughout the investigation, but Mr. Stevens had neither departmental nor legal representation. After six weeks, occupied chiefly in seeking weak points in the administration, the Board reported unfavourably, and Mr. Stevens was informed that he would be transferred to the position of comptroller of stores, and simultaneously with this it was announced that the junior member of the Board would succeed him as electrical engineer. Mr. Stevens protested against the disrating, claiming his right to be retired under Section 6 of the State Superannuation Act, and in this he was supported by the State Govern-

ment and Sir John Forrest, the latter characterizing his treatment as unparalleled in the annals of the British Civil Service. Obtaining leave of absence, Mr. Stevens proceeded to Melbourne to personally urge his claim, which was ultimately granted, and he was retired with a pension based on his thirty-two years' service. He resides at Claremont, where he has been closely identified with municipal life for the past twelve years, and it was mainly through his exertions that the electric light system at Claremont was taken over by the municipality. He has taken an active interest in the State Civil Service since his retirement, and from 1908 has been Secretary to the Civil Service Association. Mr. Stevens is a member of the Masonic community, his mother

ciation singles in 1910, besides having several club trophies to his credit. He was a member of the team of bowlers sent from this State to take part in the Commonwealth carnival in 1910, and during the tour fulfilled the duties of Manager. He also had the honour of being one of the four selected captains to play in the test matches against the first visiting team from the Eastern States. He married in South Australia a daughter of Mr. W. Graham, whilom postmaster at Kadina, in that State, and has four sons and five daughters.

**JAMES CAMPBELL MUIR**, Manager of the Telephones Branch in the Federal Post and Telegraph Department of Western Australia, is the son of Mr. James C. Muir, of Melbourne, a well-known figure in mining circles of the Garden State. He was born on June 6, 1872, in the pretty town of Maryborough, in the heart of the Loddon mining fields, and it was at the Grammar School in his native place that he received his education. At the age of sixteen years he entered the Victorian Post and Telegraph Department, resigning four years later to accept an appointment at Hobart as telegraphist in the Government Service of Tasmania. Here he continued for three years, when his services were sought by the Western Australian Government, and in 1894 we find him installed in a similar capacity at Kalgoorlie, where he rendered yeoman service for nine years. At the end of that time he received well-merited promotion to the position of Manager of the Telephones Branch, the duties of which office he still carries out. Outside of his official work Mr. Muir is an enthusiastic tennis player, of which game he is a worthy exponent, and also finds time to indulge in gardening pursuits, his particular hobby being the cultivation of roses in infinite variety. He was married in 1907 to a daughter of Mr. Robert S. Bradley and has one son.



Bartletto.

Perth.

MR. GEORGE PHILIP STEVENS.

lodge being the Bruce Claremont, No. 51, W.A.C. In bowls he finds congenial recreation, and as Secretary to the Claremont Bowling Club leaves nothing undone to promote the interests of the ancient game. He captained the champion four of the State in 1906 and won the asso-

## Department of Defence.

### NAVAL FORCES.

Prior to federation the only naval defence force Western Australia ever possessed was raised in 1879 under the name of the Fremantle Naval Volunteers.

The corps consisted of thirty-eight of all ranks under the command of Lieutenant George A. Forsyth, and was armed with two guns of an obsolete pattern. In

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1888 this unit was converted into field artillery. In 1910 a reserve force of Naval Militia was recruited at Fremantle, and the Harbourmaster at that port, Lieutenant C. J. Irvine, received the appointment of commanding officer.

The regulations which now govern the department came into operation on July 1, 1911. Under them 300 naval cadets were enrolled at Fremantle and fifty at Albany. They are now known as naval reserve "O," while the old naval reserve force which has been in existence in this State for a year is called naval reserve "M," and is about fifty strong. At the same time the few volunteer naval cadets who had been training at Fremantle, and who were under seventeen years of age in July, 1911, were drafted into one of the naval cadet companies then being formed, and those eighteen years or over were absorbed in the naval reserve "M."

The first offices of the Commonwealth Naval Department in Fremantle were at the old Customs House buildings, and rent was paid to the State Government for the use of the rooms. It was soon discovered, however, that the accommodation was totally inadequate for the service, and in consequence application was made to have the old Post Office buildings in Cliff Street, which property was transferred to the Commonwealth at the time of the federation, put in order and fitted up as naval drill-rooms, stores, and offices. The application was granted, and the State Works Department, acting for the Commonwealth, made the alterations necessary to the building and completely renovated it. It was in March last that the naval staff took possession of the premises, which are in every way suited for the purpose.

There are on the books at Fremantle forty-six R.A. naval reserve men and 277 senior naval cadets. On July 1 ninety more boys who will be fourteen years of age this year will be enrolled as senior cadets, and sixty-seven who are eighteen this year will pass into naval reserve "O," bringing the strength of the reserve men up to 113 and senior cadets to 300. At Albany, which is a subdivision and in charge of Mr. Mutton, chief gunner, there are forty-nine senior cadets. Eight of this number will on July 1 automatically pass into the naval reserve "O" and sixteen new boys will join the senior naval cadets at fourteen years.

Recruiting is almost continuously going on for the R.A. Navy, principally for boys for the training ship "Tingara" in Sydney. Any boys between the age of fourteen and a half and sixteen of good physique and character are eligible for entry. They have to pass a medical examination, and if they do this satisfactorily they are sent to Sydney at the expense of the Government. On joining the "Tingara" they have to agree to serve for a term of seven years after they are

eighteen years of age. Western Australia has already sent eight boys. During the year seven or eight men of various callings have been engaged at Fremantle and sent to the naval depot at Williamstown. The district naval officer, who is also royal naval registrar, has secured for the navy since the "Challenger" was here in January last fifty-two recruits—men and boys—for the service.

There are four naval cutters in Fremantle (three were built in Perth), and a start has been made to erect a commodious boatshed alongside the fish market jetty, Fremantle. Authority has also been obtained for building a boatshed at Albany.

The staff in Western Australia now consists of:—  
At Fremantle: The District Naval Officer, Captain C. J. Clare, C.M.G.; Assistant-District Naval Officer, Chief Gunner Mr. R. Fulton; Chief Gunnery Instructor, C.P.O. C. Frolick; Chief Signal Instructor, C.P.O. W. H. Jackson; Seamanship and Boating Instructor, C.P.O. H. Johnson; Chief Armourer, C.P.O. S. H. Harvey; Storekeeper, C.P.O. H. Downes; Messenger and Record Keeper, A. L. Rowlandson; Caretakers and general workmen and assistants, J. Winchester, A. E. Mingay, and G. T. Vine. The Chief Staff Clerk is Mr. W. B. Harvey, who has under his control the whole of the accountancy and clerical work of this division. The subdivision at Albany is in charge of the Sub-District Naval Officer, Chief Gunner Mutton, who has with him as instructor C.P.O. Willett.

In the future of Australian naval defence Western Australia is to take a most important part. Admiral Sir Reginald Henderson, K.C.B., in his report to the Minister for Defence, recommends the division of the fleet into two units—the Eastern and Western divisions, the former to have its headquarters at Sydney, the latter at Fremantle. By all indications the Government is inclined to follow the advice of the expert, and the site selected for the fleet base is Cockburn Sound, with sub-bases at Albany and Cone Bay. A large area of land is to be resumed at Cockburn Sound, and the works to be carried out will include a graving-dock, building slips, workshops, storehouses, barracks, and a magazine for ammunition and explosives. A channel for deep-draught is to be dredged through the Parmelia and Success Banks and a short breakwater thrown out from Woodman's Point. All this will involve a very heavy outlay in money, but as the fleet unit will not be completed until 1933 the expenditure will necessarily be spread over some twenty years or more.

The fleet, which will use Fremantle as its base, will consist of four armoured cruisers, five protected cruisers, six torpedo-boat destroyers, nine submarines, one depot ship, and one fleet repair ship, with a personnel of about 7,500 of all ranks.

Captain CHAPMAN JAMES CLARE, C.M.G., District Naval Officer for Western Australia, is a son of the late Lieutenant J. C. Clare, R.N.R., and was born in the Bay of Biscay on June 23, 1853. He was educated at various private schools in England, and at fifteen years of age joined the Mercantile Marine Service, serving his apprenticeship in the sailing ships owned by the firm of Smith, Fleming, and Co., of London. For five years (1875-80) he was officer on board the steamers of the line of Messrs. Apear and Co., trading between Calcutta and Hong-Kong. Resigning in 1880, he came to South Australia, where he joined the Marine Board service of that State, in 1884 was appointed to command the South Australian Government steamer "Governor Musgrave," in 1886 receiving the rank of Lieutenant-Commander in the South Australian Naval Forces. In 1900 he received the appointment of Naval Commandant of South Australia with the rank of Captain, taking over the command of H.M.A.S. "Protector," and continuing in the discharge of this appointment until his transfer to Western Australia in 1911 under the Commonwealth Department of Defence. Captain Clare married in 1885 Ellen Minnie, daughter of the late Lieutenant Cotgrave, of the Indian Navy, and has two sons and a daughter.

EDWARD SMITH MUTTON, Sub-District Naval Officer at Albany, was born at Portsmouth, England, on April 14, 1869, being the eldest son of the late Mr. J. H. Mutton, R.N., who died in 1879 on board H.M.S. "Hercules." Descendant of a family which for generations had been identified with naval pursuits, the subject of this review was educated for the Royal Navy Service. Owing to his father's early

death he was taken from Portsmouth, where he was being trained in the engineering department, and sent to the Royal Naval School at Greenwich. After five years in this institution he attained the honourable distinction of coming out second in the school, and upon leaving was apprenticed to the Mercantile Marine Service. Coming to Victoria he joined the naval service of that State in pre-Federal days, and for several years occupied the position of Torpedo Instructor, passing his examination for Warrant Officer in 1892. In 1895, with the idea of abandoning marine pursuits for a time, he accepted a position in the Civil Service of Victoria as assessor in the Income Tax Department, but after doing duties in this office for five months he returned to the naval forces, on account of his application for transfer being refused by the



Imperial Studio, Albany.

MR. EDWARD SMITH MUTTON.

naval authorities on the ground that his services could not at that time be dispensed with. He holds a chief officer's foreign-going certificate in

the Mercantile Marine Service, and in 1900-1 accompanied the Victorian Contingent to China, where the troops formed part of the China Field Force at the time of the Boxer rebellion. During this period of service he held rank as Chief Petty Officer, and while in Tientsin filled the position of Chief Clerk in the Lines of Communication Office there. Upon his appointment as an officer of the Commonwealth Naval Service Mr. Mutton took charge of the Portland and Port Fairy districts upon the transfer of these districts from the Garrison Artillery, holding the rank of Warrant Officer Instructor at these ports. He was the first officer sent by the Federal authorities to inaugurate the naval forces of Western Australia in 1910, and has been particularly successful in the management of the affairs with which he was entrusted. He has won golden opinions both at Fremantle and Albany, and, although not an Australian by birth, has been the subject of most hearty congratulation from the Board of Directors for Western Australia of the Australian Natives' Association, which placed on the records of that body a resolution acknowledging his valuable national services on behalf of the naval movement in this State. He was awarded the China war medal for services in connection with that country, and also holds the naval long-service medal. Mr. Mutton has been an eminent sportsman, and is the holder of several amateur championships in swimming, besides numerous trophies in the same line of sport. Cricket and football also receive a share of his attention, and he is a warm sympathizer with the various forms of outdoor diversion. A member of the Masonic fraternity for many years, he has held office at different times in the craft. In 1891 he married Ellen Mary, daughter of the late Mr. John Troy, of Beaufort, Victoria.

## MILITARY FORCES.

The Military Forces of the Crown made their first appearance in Western Australia on Christmas Day, 1826, Major Lockyer of the 57th Regiment, with a detachment of the 39th Foot, having that day landed at King George Sound from Sydney, with instructions to found a settlement.

June 8, 1829, witnessed the arrival of H.M.S.

"Sulphur" in Cockburn Sound. This ship, which formed part of Captain Stirling's expedition to form a settlement on the Swan River, had on board fifty-seven officers and men of the 63rd Regiment under the command of Captain F. C. Irwin. On June 17 the troops disembarked. This unit was relieved in 1833 by two companies of the 21st Regiment, which, in turn, were

replaced in 1840 by a similar force from the 51st Regiment. Later reliefs consisted of one company only, and were supplied firstly by the 99th Regiment and secondly and lastly by the 12th Regiment. Royal Engineer officers and detachments of the Royal Sappers and Miners arrived at various dates, the total of the latter corps at one time exceeding one hundred rank and file. They were principally engaged in directing and superintending the work of the convict gangs on the public works of the colony. The whole of the regular troops while stationed in Western Australia formed portion of the garrison of the Australasian colonies, the headquarters being at various times situated in Sydney, Melbourne, and New Zealand.

*Enrolled Pensioner Force.*—As a part of their emigration policy the Home Government in 1850 commenced to send out parties of military pensioners. These pensioners, who brought their wives and families with them, made the voyage on convict ships, of which they formed the guards. On arrival they either took up land grants or entered into the service of the settlers. This policy was continued for many years, and by 1864 something over 2,000 persons had thus been added to the population.

Representations made by the Governor as to the weak state of the garrison in the colony elicited a reply (1854) from the Duke of Newcastle that in view of the disturbed state of politics in Europe the Government was not prepared to increase the number of troops, but suggested that advantage should be taken of the influx of military pensioners to enrol them as an auxiliary force to the regulars. Action was accordingly taken, and Captain John Bruce, who had arrived in the colony with the first detachment, was appointed Staff Officer to the "Enrolled Pensioner Force." This unit, which at one time showed a strength of over 600, assisted the line companies in the various garrison duties, and finally assumed all responsibilities when the last of the Queen's troops left Fremantle for Hobart on March 8, 1863. At one time some 300 rank and file were thus continuously employed. Captain C. Finnerty succeeded Captain Bruce in the command of the force after the latter had been appointed Commandant, and maintained that position until 1872, when the then Commandant, Lieutenant-Colonel E. D. Harvest, assumed direct control.

In November, 1880, the Enrolled Pensioner Force was abolished and a new unit, termed the Enrolled Guard, formed from among its members and placed under the command of Captain M. S. Smith, the Superintendent of Police. March 31, 1887, witnessed the last parade of this body of old soldiers.

*Staff.*—For many years the military staff consisted of the Commandant and Staff Officer of Pensioners only.

In 1884 Regimental Sergeant-Major J. A. Campbell, of the Cameron Highlanders, came out from England as an instructor, and was subsequently promoted to Lieutenant with the appointment of Staff Adjutant. Additional instructors were afterwards obtained, under a three years' engagement, from the Regular Army, and on the Commonwealth Government assuming control of the Defence Department in 1901 the staff was further strengthened.

The officers who have held the appointment of Commandant are as follow:—

- Captain F. C. Irwin, 63rd Regiment, 1829-33.
- Captain R. Daniell, 21st Regiment, 1833-5.
- Captain W. H. Armstrong, 21st Regiment, 1835-7.
- Lieutenant-Colonel F. C. Irwin, K.H., 63rd Regiment, 1837-54.
- Lieutenant-Colonel G. M. Reeves, 99th Regiment, 1854.
- Lieutenant-Colonel J. Bruce, 16th Regiment, 1854-70.
- Major R. H. Crampton, 1870-1.
- Captain C. Finnerty, 1871-2.
- Lieutenant-Colonel (afterwards Major-General) E. D. Harvest, R.A., 1872-8.
- Major the Right Honorable Lord Gifford, V.C., 57th Regiment, 1880-1.
- Lieutenant-Colonel E. F. Angelo, 1st Regiment, 1882-6.
- Lieutenant-Colonel W. J. Phillimore, R.A., 1886-9.
- Lieutenant-Colonel H. L. Pilkington, C.B., 21st Hussars, 1890.
- Lieutenant-Colonel G. B. Phillips, Local Forces, 1890-2.
- Lieutenant-Colonel H. S. Fleming, Essex Regiment, 1892-5.
- Colonel (afterwards Major-General) A. Wilson, C.B., Argyll and Sutherland Highlanders, 1895-8.
- Colonel G. H. Chippendall, West Riding Regiment, 1898-1901.
- Lieutenant-Colonel J. A. Campbell, Local Forces, 1901-2.
- Colonel P. R. Ricardo, C.B., C.M. Forces, 1902-5.
- Colonel R. Wallace, R.A.A., 1905-6.
- Colonel H. LeMessurier, C.M. Forces, 1906-9.
- Colonel G. G. H. Irving, C.M. Forces, 1909.
- Colonel Harvest and Captain Finnerty, who had other duties in connection with the Imperial establishments in the colony, received no salary for performing the office of Commandant. Lord Gifford also acted in an honorary capacity, being the holder of the office of Colonial Secretary. During portion of the period 1879-82 no officer occupied the post, as the Legislative Council was not prepared to vote the necessary funds, and had expressed the opinion that "the senior officers of volunteers might perform the necessary inspections."

The present staff of the Forces consists of:—

Commandant, Colonel Godfrey George Howy Irving.

Deputy-Assistant Adjutant-General and Deputy-Assistant Quartermaster-General, Major H. Hunt.

General Staff Officer, Captain J. L. Hardie.

Staff Officer for Artillery, Major J. E. Robertson, R.A.G.A.

Staff Officer for Engineer Services, Captain A. M. Martyn, R.A.E.

Principal Medical Officer, Lieutenant-Colonel Arthur T. White, V.D.

Senior Ordnance Officer, Honorary Lieutenant Wm. Chalmers.

District Paymaster, Mr. H. S. Norris.

Chief Clerk, Mr. J. W. Healy.

Instructional Staff, Captains F. M. de F. Lorenzo and J. P. Lalor, Lieutenants A. R. W. Büttner, R. E. Jackson, and J. H. Peck, and thirty-three warrant and non-commissioned officers.

*Defence Works and Buildings.*—The strained condition of international relations existing almost continuously through the first half of the nineteenth century brought the question of coast defence into prominence very early in the history of the colony. In 1846, by direction of the Secretary of State, Captain Twiss, R.E., was sent from Tasmania to report on barrack accommodation required for the troops in Western Australia and defensive measures necessary for the protection of its resources and the safety of the inhabitants. In his report Captain Twiss advocated the construction of a battery at Arthur's Head, on the south side of the entrance to the Swan River, the armament to consist of five 32-pounders, and to be manned by one officer and thirty-two non-commissioned officers and men of the Royal Artillery. In 1854, on the outbreak of war with Russia, a further survey was made by Captain E. Y. W. Henderson, R.E. He reported in favour of the construction of a martello tower on Point Anglesea and of five batteries at various places between there and the river, the whole to be connected up by a military road protected by a parapet. The tower was to be equipped with three 8-in. guns and the batteries with four 12-pounder howitzers. Magazines and accommodation for the manning details were also included in the scheme. These works were estimated to cost about £1,500. In a supplementary report of a few months later Captain Henderson substituted Arthur's Head for Point Anglesea as the site for the martello tower. In 1860 Lieutenant-Colonel Bruce considered it his duty to again bring under the notice of the Government the defenceless state of the colony, and solicited the Governor's approval to a request he proposed to send to the War Office

for three 68-pounders to arm a battery to be constructed on Arthur's Head. In the following year Major Henderson and Captain Grain, both engineer officers, submitted a joint memorandum containing a scheme for the protection of King George Sound.

At the Intercolonial Conference held in Sydney in 1881 a general system of defence for Australia was one of the subjects discussed. Major-General Sir Peter Scratchley was about this time engaged on a tour having for its objects the noting of all points of strategic value and the measures necessary to secure them. He reported in general terms on both King George Sound and Fremantle. The former post he considered of greater importance, and his ideas for its defence, if carried out, would have involved an expenditure of approximately £70,000. For Fremantle he considered a light armament would be sufficient. In 1885 the Secretary of State for War, in a despatch to the Governor, gave the views of the British Government. Fremantle was to be fortified at the expense of the local Government, but the War Office offered to provide two 7-in. 6½-ton guns and three 16-pounder muzzle-loading guns mounted on travelling carriages. With regard to King George Sound, it was considered that the whole of the Australian colonies should take this matter in hand in accordance with the spirit of General Scratchley's report:—"The protection of the Sound and Princess Royal Harbour is of vital importance for the general security of the Australian colonies in time of war. If left undefended, the Sound becomes the weak point in the Australian system of defence." The Legislative Council approved of the action proposed in regard to Fremantle, and the two heavy guns duly arrived. The works, however, were not gone on with, and the guns, after lying in the sand at the port for some considerable time, were afterwards placed on their carriages under cover at Karrakatta, and finally found a resting-place in King's Park, Perth.

Further discussion took place at the Colonial Conference of 1887, and in August, 1889, the Home Government submitted its proposals at some length. The ultimate result was that the Federal Council agreed to the construction of the forts at Albany, and these were completed and manned on March 1, 1893, the first commanding officer being Captain J. C. Hawker.

After the Commonwealth Government took over the Department of Defence the whole question of coast defence was gone into, and in 1904 works of a substantial nature were commenced in Fremantle. At the present time forts have been constructed at Arthur's Head and North Fremantle. These are armed with the latest pattern guns. The garrison consists of seventy-five officers and other ranks of the Royal Australian Garrison Artillery as well as one company of Militia Garrison Artillery.

Of buildings for military purposes many of the older towns of the State possess traces. Small guard-houses were built wherever troops were permanently stationed. Barracks were erected in Perth in 1832. These were situated between the present Town Hall and General Post Office, and Barrack Street derives its name from the fact. Barracks for the Enrolled Pensioner Force were commenced in South Terrace, Fremantle, in 1852, and still stand. In 1863 the building which marks the western end of St. George's Terrace, Perth, was begun. This was designed to accommodate the increased pensioner force necessitated by the withdrawal of the regular troops. It contained one hundred and twenty rooms, hospital, magazine, and other annexes. It was in the year 1896 that the present Headquarters Offices were erected, and the Ordnance Stores have since been added. In the same year Fremantle gained its drill-hall, and military works in that town were further increased by the completion in 1911 of most up-to-date quarters for the permanent troops. Offices for the Field Artillery and a shed for the guns were provided in Perth in 1901. Drill-halls have also been erected in other towns such as Kalgoorlie, Northam, Bunbury, Albany, Boulder, and Geraldton. Recently the State Government has expressed a desire to resume possession of the block upon which the offices and drill-halls stand in Perth, but has made no definite announcement as to what it is prepared to offer in exchange.

A rifle range was opened on Mount Eliza in 1863 and similar works were afterwards prepared in other parts of the colony. At Karrakatta, where the principal magazines are now situated, an extensive range was equipped in 1896 with "Jeffries" targets. Here the training for the contingents which went to South Africa was carried out. Recently this site has been declared unsafe and a large area resumed on the coast in the vicinity of Cottesloe, where it is expected the troops will be able to conduct their musketry practice during the year 1913.

*Volunteers and Militia.*—The volunteer movement, revived in Great Britain in 1859, spread to Western Australia in 1861 and was taken up by the inhabitants with considerable energy. Bodies of men in various towns and districts assembled wherever and whenever convenient for the purpose of undergoing military instruction. By Local Ordinance, 25 Vict., No. 3, the movement received the approval of the Legislature and also gave the Governor power to raise and disband corps, enrol members, appoint officers (after election by corps) and non-commissioned officers, approve of rules, frame regulations, and call out the force for service within the colony in case of war or internal dis-

turbance. Difficulties, however, were encountered in arranging for the equipping, training, and periodical inspection of the various units. The Government had few spare rifles available and was not disposed to expend much money on the purchase of same. The War Office regulations at that time allowed of the issue of arms to only 25 per cent. of the establishment of the corps. Up to this stage none of the units had been regularly enrolled, and in the face of the situation which had arisen a great many of the members abandoned any idea of further training. In Perth and Fremantle, however, where the regular troops and pensioner force were available as instructors and models upon which to base ideas of discipline and drill, some progress was made. On September 13, 1861, the Metropolitan Volunteer Rifles (afterwards the 11th Australian Infantry Regiment and now the 88th Infantry) were enrolled at Perth, the first man to subscribe to the oath of allegiance being M. W. Clifton. One hundred members and twenty cadets were thus secured. Almost simultaneously a similar unit was formed at Fremantle. During the first few months of their existence the two corps were commanded by Lieutenant-Colonel Bruce and Captain Finnerty respectively, but in August, 1862, the requisite period of probation having been served, Captains L. S. Leake and S. R. Price were gazetted to the commands. Much enthusiasm was displayed, and the Duke of Newcastle in a despatch to the Governor expressed his great satisfaction at the progress that had been made.

The Pinjarra Mounted Rifles, the first mounted force in Western Australia, and one which existed for twenty years, was raised by Captain T. Fawcett in the Pinjarra district. A second troop (cavalry) was raised in Perth in 1870 as the "Union Troop of Western Australian Mounted Volunteers," and of which Cornet Frank de Lisle was the leader. This unit went through many changes. In 1873 it became a troop of Horse Artillery; in 1882 a section of field artillery, known as the Perth Artillery; in 1897, two guns were added, and it was designated No. 1 Field Battery; 1903, No. 1 Western Australian Battery, Australian Field Artillery; and finally No. 14 Battery, Australian Field Artillery, in 1911, when substantial additions were made to its equipment.

Various other corps were raised from time to time—Guildford Rifles, 1874; Geraldton Rifles, 1876; Wellington Mounted Rifles, 1877 (disbanded 1882); the Albany Rifles were enrolled in 1878, disbanded in 1885, revived in the same year as the Albany Defence Rifles, disbanded in 1888, a fresh corps, and known as the Plantagenet Rifles, enlisted a few months later, only to be finally disbanded in 1897. The services of the York Rifles were accepted in 1878 and continued until 1886.

In 1883 the Legislative Council passed a comprehensive measure providing for the better discipline, organization, and administration of the forces and placing it, with certain reservations, under the military law of Great Britain in time of war.

The residents of Northampton furnished a company of rifles in 1884, and this was retained on the strength until 1899. By the conversion of the Fremantle Naval Artillery a section of field artillery was established at Fremantle in 1888, but in 1907 this corps became a company of Garrison Artillery, and is now known as No. 11 Company, Australian Garrison Artillery.

Advantage was taken of the presence in Australia in 1889 of Major-General J. B. Edwards, C.B., R.E., the Commander-in-Chief in China and Hong-Kong, to invite him to inspect and report on the local forces. This he did, and while commenting on the excellent stamp and bearing of the men, pointed out that without better organization and equipment the material would be almost valueless for the purposes for which it was intended.

In 1892 the Bunbury Rifles were recruited. In the following year the corps formally existing at York was resuscitated, only to be finally dispersed in 1902.

The Defence Forces Act of 1894 enlarged the scope of previous legislation and provided for the maintenance and discipline of the permanent force at Albany and the

creation of a militia. The regulations framed under this Act proved of great benefit to the forces, which during the next three years greatly advanced in efficiency.

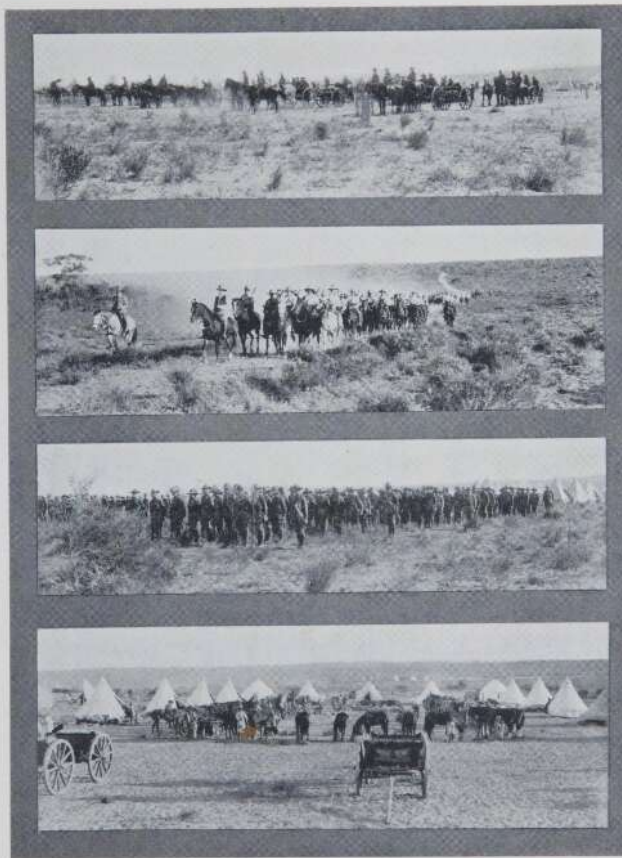
In 1895 the Government, on the recommendation of Colonel Fleming, and in order to improve the training, introduced the partially paid system, with bounties for extra efficiency and musketry. With variations this system has been continued up to the present time. During

the same year Captain E. J. A. Haynes raised a half-company of mounted rifles in Perth, but this was not continued after 1897.

In 1896 the five companies of infantry in the metropolitan district were organized as a regiment and placed under the command of Major S. Gardiner, V.D.

At the Queen's Diamond Jubilee the local forces were represented by detachments of field artillery and infantry in charge of Captain J. C. Strickland, who had associated with him Captain J. A. Campbell of the Staff and Captain J. T. Hobbs of the Artillery.

The rumours of war which became rife about the middle of 1899 were largely instrumental in adding to the strength of the various corps. The garrison at Albany was reinforced by a company of volunteers of the same arm raised in the town, and a fine corps, recruited wholly from the Civil Service, and numbering nearly 300, was formed in Perth. This latter unit for various reasons did not



SCENES AT THE ANNUAL ENCAMPMENT, TAMMIN.

prove a success, and eventually dwindled away or was absorbed by those longer established.

On the receipt of the news of President Kruger's virtual declaration of war whole units offered their services, but the want of equipment, the absence of any field organization, and the disinclination of the Home authorities to accept large bodies of colonial troops negated these offers. Individual volunteers from the forces were, however, forthcoming in plenty, and both officered and formed a large proportion of the contingents that were sent oversea. Their places at home were quickly filled, and the volunteers as a whole were in 1901 stronger than they had ever been before or have been since.

The subsequent demand for mounted troops led Captain Moore (now Sir Newton Moore, K.C.M.G.) in 1900 to attempt the raising of a corps of mounted infantry. He met with considerable success, and commencing himself with his own district in the south-west he was able to watch with satisfaction the growth in other localities of the component parts of the regiment which he afterwards commanded and which is now known as the 25th Australian Light Horse Regiment.

The infantry about this time was also reorganized on similar lines to the force in Victoria. A brigade (without staff) was formed composed of four battalions of four companies each and distributed as follows:—

1st Battalion, Perth.

2nd Battalion, Fremantle.

3rd Battalion, Guildford, Geraldton, Bunbury, York.

4th Battalion, Civil Service Corps, Perth.

The formation of infantry companies at Kalgoorlie, Coolgardie, Boulder, Kanowna, Menzies, and Broad Arrow in the same year added a fifth battalion.

The inauguration of the Commonwealth on January 1, 1901, was the occasion of sending to Sydney a mixed force of over 100, under Major J. W. Hope, to take part in the military celebrations. At the opening of the Parliament by the present King, in the following May, a further contingent of some 350 was taken to Melbourne by Major J. C. Strickland.

On March 1, 1901, the Commonwealth Ministry of Defence took over the control of the whole of the forces of the States, the strength in Western Australia at that date being 2,283 of all ranks. The subsequent changes in organization and administration, the reduction in establishments, the withdrawal of the partially paid system from some units, and the more exacting provisions of the new Defence Act, as well as a certain reversal of popular feeling after the close of the war, affected the forces somewhat adversely, and their strength had become reduced by more than half. General Hutton's scheme of reorganization, which came into force on July 1, 1903, placed matters, however, on a very much sounder basis. The question of defence was gradually restored to its position in public favour, and gave to the State the nucleus of a small field force composed of one regiment of Light Horse, two batteries of Artillery, and three battalions of Infantry. In addition there was the permanent force at Albany and its auxiliary company of militia.

In 1908 further changes took place, having for their object the allotment of certain troops to defended ports and the formation of a mobile mixed brigade. The garrison troops were placed under the orders of Lieutenant-Colonel J. C. Strickland, V.D., who had his headquarters at Fremantle, and Lieutenant-Colonel J. T. Hobbs took over the command of the field force now designated the Western Australian Brigade. After this date no addition in the way of large units was authorized, but various specialist and departmental corps have since been raised, such as field and electrical engineers, a detachment of the Australian Intelligence Corps, Signallers, Army Service Corps, and details for medical and veterinary services.

A special camp of training was arranged in January, 1910, in order to afford Field-Marshal Viscount Kitchener an opportunity of seeing officers and men at work. On what he witnessed at this camp, and those held in the eastern parts of Australia, he based his report as to the requirements for future organization and training. His recommendations are now being carried into effect.

*At the close of the financial year 1911-12 the authorized units, their commanding officers, and strength were as follow:—*

		Officers.	Other ranks.	Total.
<i>1. Permanent—</i>				
District Headquarters Staff	...	3	9	12
Instructional Staff	...	5	32	37
Royal Australian Garrison Artillery	...	4	90	94
Armament Artificers	...	—	2	2
Royal Australian Engineers	...	1	10	11
Ordnance Department	...	1	11	12
Rifle Range Staff	...	—	1	1
Pay Department	...	—	5	5
Rifle Club Reserve Clerical Staff	...	—	1	1
	Major J. E. Robertson	4	90	94
	Captain A. M. Martyn	1	10	11
	...	1	11	12
	...	—	1	1
	...	—	5	5
	...	—	1	1
	Total	14	161	175

	Officers.	Other ranks.	Total.
2. <i>Militia</i> —Fremantle Defence Staff ... ..	Lieut.-Col. J. C. Strickland, V.D. ...	1	1
W.A. Brigade Staff ... ..	Lieut.-Col. J. T. Hobbs, V.D., A.D.C.	3	1
18th A.L.H. Regiment ... ..	Major N. Brazier ... ..	20	199
No. 14 Battery, A.F.A. ... ..	Major A. J. Bessell-Browne, D.S.O.	5	56
No. 12 Company, A.G.A. ... ..	Major P. H. Meeks ... ..	3	43
No. 13 Company, A.G.A. ... ..	Lieut. A. W. Woodley-Page ... ..	5	69
No. 4 (4) Field Company, C. of A.E. ... ..	Major J. Pidgeon ... ..	2	28
No. 4 Electric Company, C. of A.E. ... ..	Captain H. Dowson ... ..	1	28
1st Battalion 11th Australian Infantry Regiment ... ..	Lieut.-Col. H. B. Collett ... ..	20	183
1st Battalion W.A. Infantry Regiment ... ..	Major C. Batty ... ..	19	247
1st Battalion Goldfields Infantry Regiment ... ..	Lieut.-Col. J. Lyon Johnstone ... ..	16	205
Australian Intelligence Corps ... ..	Major E. J. H. Nicholson ... ..	10	—
No. 8 (4) Company, C.A.S. ... ..	Captain T. C. Wilson ... ..	1	19
A.A.S.C. Transport and Supply Column ... ..	Lieut. A. Mathieson ... ..	2	24
No. 4 Field Ambulance, A.A.M.C. ... ..	Major H. A. T. Leschen ... ..	4	22
A.A.M.C. Staff and Officers attached to Regiments ... ..	—	8	—
A.A.V.C. ... ..	—	1	1
	Total Militia ... ..	121	1,124
3. <i>Chaplain Department</i> ... ..	—	22	22
Nursing Staff ... ..	—	10	10
4. <i>Unattached List</i> —Militia ... ..	—	24	24
5. <i>Reserve Forces</i> —Reserve of Officers ... ..	—	55	55
Rifle Clubs ... ..	—	4,510	4,510
6. <i>Area Officers</i> ... ..	—	15	15
7. <i>Cadets</i> —Senior ... ..	—	51	3,946
Area Medical Officers ... ..	—	9	9
	Total Permanent ... ..	14	161
	Grand Total ... ..	311	9,751
			10,062

*Training.*—The instruction acquired by the early volunteers would not in these days be considered of much value, but it must be remembered that with their small numbers, obsolete weapons, paucity of funds, and the almost entire absence of equipment there was little that their instructors could impart beyond the habits of discipline, the movements of the parade ground, and the use of the rifle. Their enthusiasm was, however, unbounded, and successive commandants have placed on record how zealously and satisfactorily they responded to the efforts put forward to fit them for duty as defenders of their country. The smallness of the Government grant was a subject for frequent comment by the officer commanding the troops, but with a limited revenue and an unresponsive Legislature it was many years before any movement could be made toward increased efficiency in the force. In 1884 Colonel Angelo conducted a camp at Cottesloe which was attended by 355 of all ranks. In 1888 and 1889 similar camps, not so largely attended, were held at Greenmount and Guildford. Having secured the assistance of Sir John Forrest, the State Minister for Defence at that time, Colonel Wilson was enabled to improve the reserve previously acquired at Karrakatta, and during the years 1896-8 carry out camps of training on a very much more extensive scale.

The federation of the colonies and the adoption of a policy of national defence laid the foundations of the system of training which, although now improved almost beyond recognition, is still in force at the present day. To Colonel Ricardo must be conceded the credit for

its introduction to this State. In 1903 the first School of Instruction was held. Some twelve months later General Hutton personally conducted a staff ride for senior and regimental officers. In the annual camps, which from this date were regularly held, work of a more advanced nature was undertaken and the various arms taught to appreciate the value of co-operation. The difficulties encountered through the want of a suitable training ground were overcome in 1909 by an arrangement arrived at between the Commonwealth and State Governments, resulting in a tract of some 43,000 acres at Tammin (119 miles from Perth on the Eastern Goldfields Railway) being reserved for military purposes.

Opportunities for officers to improve their military knowledge are now more frequently available. Schools or classes of instruction are arranged; staff and regimental tours are conducted by members of the District Staff; series of lectures are given to candidates for promotion; and periodically individual officers are selected to attend a course in staff duties under the Director of Military Science at Sydney University. By arrangement with the War Office one officer is sent each year to India to be attached to the army during the training season.

*Cadets.*—As have been previously noted, cadet corps formed adjuncts to the earlier volunteer units, but apparently the movement was shortlived. Attempts to revive it were made from time to time, and with more or less success. A large number of the boys took part in the celebrations attendant on the proclamation of



responsible government in 1890. Again in 1896 Colonel Wilson secured financial assistance from the Government and was enabled to form a battalion of senior cadets and two or three battalions of junior cadets. Subsequently the Education Department took the matter in hand, and with the assistance of a small inspection staff and the male teachers was able to organize and train a large number of the boys between the ages of ten and eighteen years. By arrangement the Commonwealth Government later on assumed control, and appointed officers and non-commissioned officers to supervise and impart physical instruction and elementary military drill. Small mounted units were added. On June 30, 1908, there were 2,139 cadets in the State. On the inauguration of universal training, January 1, 1911, all cadet corps ceased to exist, and the staff was transferred to do duty with the citizen forces. The force at this time was composed of one battalion senior cadets, one squadron of mounted cadets, and five battalions of cadets—in all about 3,000 strong.

*Rifle Clubs.*—Rifle Clubs are of comparative recent origin in this State. One or two clubs were formed during Colonel Wilson's tenure of the command, but the absence of any material encouragement from either the Government or the Commandant retarded the growth of the movement. Since 1901, however, considerable progress has been made. In that year a National Rifle Association, incorporating the whole of the clubs of the State, was formed. A branch of this Association was afterwards established on the goldfields, and this and the parent institution appointed a council as an executive for the whole. The regulations issued under the Defence Act of 1903 conferred upon the clubs certain privileges and subjected them to enrolment and military discipline as reserves to the Citizen Forces.

In 1910 a rearrangement took place and the two Associations were replaced by seven District Unions. Each Union now elects its delegates to the Central Council, which is composed of twenty such members, with the District Commandant as President and all commanding officers as *ex-officio* members.

On June 30, 1912, the number of clubs existing was 134, with a membership of 4,510.

*Universal Training.*—It is interesting to quote from the Proclamation issued on June 18, 1829, when Captain Stirling assumed the office of Governor:—

“And whereas the safety of the territory from invasion and from the attack of hostile native tribes may require the establishment of a Militia Force which on emergency may be depended on to assist His Majesty's regular troops in the defence of the laws and property of the inhabitants of the territory, and moreover the

efficiency of such an armed body, depending wholly on its organization, discipline, and preparation for service, all male persons whatsoever between the ages of fifteen and fifty are hereby required to enrol themselves in the Muster Roll of the Militia of the country in which they may reside, and to observe that the days for muster and exercise, and the names of the officers whom I may see fit to appoint to command them will be duly notified, and that on proof of their disobedience to such officers or of negligent performance of the duties required of them, they will be subject, in the absence of martial law, to a pecuniary fine and to imprisonment until the same shall be liquidated.”

The fear of the enemies of England of those days has given place to a desire on the part of the people not only to protect themselves from any chance of immediate aggression, but also to provide for the future of the young nation and the maintenance of the Australian continent as an integral portion of the British Empire. With this end in view the first Defence Act of 1903 provided for the services of every able-bodied male, between the ages of eighteen and sixty years, being available in time of war. On the principle that prevention is better than cure the Parliament of 1909 went farther, and universal compulsory military training in time of peace became the law of the land. As a result of the recommendations made by Lord Kitchener the scope of this measure was enlarged by the Defence Act of 1910. All persons between the ages of twelve and twenty-six were called upon to undergo training—from twelve to fourteen in the junior cadets, fourteen to eighteen in the senior cadets, and eighteen to twenty-six in the militia forces. Residents in the remote parts of the continent were exempted from service, and the area in Western Australia thus affected is bounded on the south by a line drawn east from the mouth of the Murchison River to a point near Mount Margaret, and on the west by a line running south from Mount Margaret to Esperance. Within these lines it is now proposed to raise for service four squadrons of Light Horse, three batteries of Artillery, and seven battalions of Infantry, in addition to technical and departmental corps and details for the manning of the forts. Altogether nearly 8,000 men will be under arms at the one time, and the numbers in the reserves will be continually growing.

The law became effective on January 1, 1911. Like most great measures which affect communities as a whole, it has not been received with unanimous approval. With many it was not understood, and its effect on voluntary enlistment in the existing forces was illustrated by a very marked falling off in the number of recruits forthcoming.

At its inception the operations of the measure were restricted to those who were born in the years 1894, 1895, 1896, 1897, and the result to date has been as follows:—

Census return of boys between the ages of fourteen and eighteen in Western Australia on April 3, 1911, 9,322.

Registrations.—1894 Class, 1,615; 1895 Class, 1,707; 1896 Class, 1,842; 1897 Class, 1,809. Total, 6,973.

Medically Examined.—Fit, 4,033; unfit or temporarily unfit, 489. Total, 4,633. Yet to be examined, 111.

Total exemptions, for all causes, granted, 2,829.

Total liable for training, 4,033.

Total actually training, 3,911.

On July 1, 1912, those cadets who were born in the year 1894 were drafted to the Citizen Forces, and the extensive scheme of reorganization previously arranged for is now in progress.

Colonel GODFREY GEORGE HOWY IRVING, Commandant of the Western Australian Military District, is a son of Professor M. H. Irving, M.A., LL.D., one of the first professors appointed on the foundation of the University of Melbourne. He was born at Melbourne on August 25, 1867, and educated at the Hawthorn Grammar School, subsequently joining the staff of Messrs. McCulloch, Sellar, & Co., merchants, of Melbourne. During his schooldays, at the time of the Russian war scare, he joined the 2nd Battalion Victorian Rifles as a private in June, 1885, passed through the ranks as private and corporal, and in 1887 was granted his commission as Lieutenant in the same Battalion. He was promoted to the permanent staff as Adjutant of the 2nd Infantry Regiment from January 1, 1891, to July, 1893, General Sir Alexander B. Tulloch being at that time Commandant in Victoria. From 1893 to 1897 he was Adjutant to the 1st and 2nd Battalions, and again from November, 1899, to March, 1900; and transferred to Ballarat, Castlemaine, and Bendigo as Adjutant to the 3rd, 4th, and 5th Battalions in 1897. He was Adjutant to Rangers from March, 1900, to February, 1901, and during the absence of Colonel Otter at the South African war from February to November, 1901, took temporary command of the Regiment. He was Adjutant to Rangers from November, 1901, to March, 1902; D.A.A.G., Victoria, from March, 1902, to November, 1903; from November, 1903, to January, 1904, Acting A.A.G., Commonwealth headquarters staff, under General Hutton; D.A.A.G., headquarters, with temporary rank of Lieutenant-Colonel from January, 1904, to January, 1905; and D.A.A.G., temporary, from January to June, 1905. He was on the instructional staff, Queensland, for fourteen months from July, 1905, and on the instructional staff, New South Wales, during the succeeding

year. In 1905 Colonel Irving proceeded to England, where he was for some months in the School of Musketry, Hythe, the Aldershot Brigade and divisional trainings and inspections, the Royal Army Clothing Department, Pinllico, the Royal Smallarms Factory, Enfield, the Royal Smallarms Factory, Sparkbrook, the Aldershot Army Corps manoeuvres, and the School of Military Engineering, Chatham. In November of the same year he sailed



Bartletta,

Perth.

COLONEL G. G. H. IRVING.

for India, where he was attached to the army headquarters manoeuvres from December 4 to 9, Rawal Pindi Northern Command, at which H.R.H. the Prince of Wales (now King George V.) attended—and was at Lucknow, Calcutta, Secunderabad, and Bangalore successively. Colonel Irving was D.A.Q.M.G., New South Wales, from July, 1907, to June, 1908; Acting D.A.A.G., New South Wales, June, 1907, to June, 1908, D.A.A.G., New South Wales, from July, 1908, and received his present appointment in September, 1909. At college the subject of this review headed each division of

sport, being in turn captain of the football club and stroke of the rowing crew. He is a rifle shot of no mean order, in this department winning the representative match in 1884 and the ladies' match at the annual meeting of the Victorian Rifle Association in 1895. He was Hon. Secretary and Treasurer and a member of the Council of the Rifle Association from 1888 to 1902. Colonel Irving married in 1896 a daughter of the Honourable F. T. Derham, of Melbourne, and has a son and two daughters.

Lieutenant-Colonel JOHN CHARLES STRICKLAND, V.D., the senior militia officer in the Commonwealth Military Forces in this State, was born on April 13, 1856, at Perth. Being at an early age imbued with the military spirit, Colonel Strickland enlisted in the Perth Metropolitan Rifle Volunteers as a private in 1874, and served in the ranks of that corps until 1885, rising through the various non-commissioned grades. In 1885 he was promoted to the commissioned ranks as a first Lieutenant, four years later attaining his captaincy. In 1897 he was promoted Major, and was in command of the Perth Infantry for some time. On the formation of the 11th Australian Infantry Regiment from the scattered infantry units in the metropolitan area Major Strickland assumed command, being promoted to the rank of Lieutenant-Colonel. In this position he gave evidence of more than ordinary administrative capacity, and he succeeded in welding together the hitherto detached infantry units into one homogeneous regiment. On relinquishing command to take over that of the newly-formed Fremantle Defences Troops Lieutenant-Colonel Strickland left a regiment in which most of the administrative details were matured, an excellent record of five years' strenuous labour. Since March 3,

1908, this officer has been in command of the Fremantle Defences, having at the present time a record of thirty-eight years' continuous military service in this State. In 1897 Colonel Strickland was detailed to command the Western Aus-



*Bartletto, Perth.*  
LIEUTENANT-COLONEL J. C. STRICKLAND.

tralian troops at the Diamond Jubilee of the late Queen Victoria. During 1900 he had conferred upon him the Colonial Auxiliary Forces officers' decoration for long service. In 1901 he commanded the Western Australian contingent of troops incidental to the ceremonies on the opening of the first Commonwealth Parliament. During the coronation ceremonies of the present King Colonel Strickland, who was in England, formed one of a Guard of Honour of overseas officers at Buckingham Palace, being at one time in command of the Australian section. Colonel Strickland has at all times been keenly interested in mercantile pursuits, and has served a term as city councillor of Perth.

Lieutenant-Colonel JOSEPH JOHN TALBOT HOBBS, V.D., and A.D.C. to His Excellency the Governor-General of Australia, was born in Middlesex, England. Having graduated as an architect and gained experience on the south coast he determined to follow his profession in a new sphere, and migrating to Western Australia in February, 1887, commenced to practise in the capital, which at that time was quite a small town without any preten-

sions to architectural dignity. After establishing himself in Perth he soon became known as an architect of ability, and received commissions to carry out many important works. In 1905 he entered into partnership with Messrs. Smith & Forbes, and from that time onward the firm was known as Messrs. Hobbs, Smith, and Forbes. Lieutenant-Colonel Hobbs holds the office of diocesan architect to the Anglican Church, and since he has been in practice in Western Australia his work has extended all over the State. During his practice he has at various times been employed by the State Government and has acted as Chairman of the Royal Commission in connection with the erection of the Law Courts and the use of Donnybrook freestone. He also sat for some two years as a member of the Public Service Appeal Board. Lieutenant-Colonel Hobbs is a Justice of the Peace, was senior member of the Central Board of Health (abolished in the year 1911), is Deputy-Chairman of the Karrakatta Cemetery Board, and was for many years a member of the Diocesan Council of the Anglican Church. He is also a Past Junior Grand Warden of the Western Australian Grand Lodge of Freemasons. Viewing the life of Lieutenant-



*Bartletto, Perth.*  
LIEUTENANT-COLONEL J. J. T. HOBBS.

Colonel Hobbs from a military aspect, we find that altogether he has spent some twenty-eight years as a soldier and an officer, having while still a youth joined the Garrison Artillery in England as a gunner, serving there for three and a half

years. On his arrival in Western Australia he joined the Volunteer Field Artillery as a gunner, passing through all ranks, and obtained the command of what is now No. 14 Battery, A.F.A., in 1897, when he was promoted to the rank of Major. In the same year he attended the celebration of Queen Victoria's Diamond Jubilee as second in command of the Western Australian contingent. On the defence forces of the various States being brought under the control of the Commonwealth he continued his services in the militia, and also accepted the staff appointment as Staff Officer for engineer services for the Western Australian military district. In 1908 his services were further recognized by the military authorities by his promotion to the rank of Lieutenant-Colonel with the command of the Western Australian Brigade (now the 22nd Infantry), and in the same year he was honoured by receiving the appointment of Aide-de-Camp to Lord Dudley, then Governor-General of the Commonwealth. Lieutenant-Colonel Hobbs is one of the founders and the first President of the Western Australian Military Association, and is President of the Naval and Military Club of Perth. He finds diversion from the routine of professional and military duties by taking an interest in rowing and yachting, was one of the founders of the Swan River Rowing Club, and is a member of the Royal Perth Yacht Club and Fresh-water Bay Club. He is owner of the fast motor launch "Hermes," which is frequently placed at the disposal of the Rowing Association (of which he is a member) at its regattas on the Swan River. He was married to a daughter of Mr. J. Hurst, of Perth, in 1890, and has a family of two sons and three daughters.

Lieutenant-Colonel HERBERT BRAYLEY COLLETT, second son of the late Mr. Francis A. E. Collett of Perth, was born at St. Peter's Port, Guernsey, on November 12, 1877, and arrived with his parents in Western Australia on October 11, 1884. At the close of his scholastic career at the Perth Grammar School he joined the staff of the Public Library on October 7, 1891, and was appointed sub-librarian exactly six years later. His military career opened in 1894, when he enlisted as a private in the Metro-

politan Rifle Volunteers, and his promotion through the various grades to the high rank of Lieutenant-Colonel has been singularly rapid. He appeared in Orders as Corporal in 1897, Sergeant in 1898, and was gazetted Lieutenant in 1899, receiving his captaincy in 1900. In 1906 he attained to his Majority, and two years later received his commission of Lieutenant-Colonel, holding the unique honour of being the youngest officer in the Empire to reach that rank. He acted as Adjutant to the 1st Battalion Western Australian Infantry Brigade, from November 21, 1901, to August 31, 1902, Militia Adjutant to the 1st and 2nd Battalions from September 1, 1902, to June 30, 1903, and acted in a similar capacity to the 11th A.I. Regiment from July 1, 1903, to June 30, 1906. Lieutenant-Colonel Collett assumed command of the regiment on the promotion of Lieutenant-Colonel J. C. Strickland, V.D., to the Fremantle defences, and on July 1, 1912, was appointed to the 88th Infantry. In 1900 he commanded a company of infantry sent to represent the State at the inauguration of the Commonwealth, subsequently being the first officer appointed to the new militia as authorized by the Defence Act of 1903. At the Schools



LIEUTENANT-COLONEL H. B. COLLETT.

of Instruction he was successful in gaining two certificates with honours, and was the first to obtain recognition of this kind in the State. In 1907 he was selected to attend a course of military science at the

University of Sydney, and he has also taken part in several staff rides. The gentleman under review is associated with Freemasonry, and has been twice Master of the Military Lodge of Western Australia and Master of the Royal Stuart Lodge. He was Grand Director of Ceremonies in 1904-5, and is representative for the Grand Lodge of Canada in Western Australia. In 1904 he married Annie, eldest daughter of Mr. T. Whitfield, of West Perth, and has two sons.

Lieutenant-Colonel ARTHUR THOMAS WHITE, V.D., A.A.M.C., principal medical officer to the Commonwealth Military Forces of Western Australia, is a son of the late Mr. John W. White, of London. He was born at that well-known watering-place, Torquay, in Devonshire, England, on October 27, 1860, and educated in his native town up to the age of twelve years, when his parents took him with them to reside in Ireland. Having finished his education under private tuition he decided to study for the medical profession, and passing over to Scotland he was successful in taking the degree of L.R.C.P. & S. A little later he returned to Ireland and went in for a further course of study at Dublin, where he gained the degrees of L.A.H.P. & L.M., Rotunda. In order to further qualify himself he practised his profession for three and a half years in various towns and cities in England and Ireland, ultimately deciding to settle in Western Australia, where he arrived in 1888. Joining Dr. Hope, now commissioner for health for Western Australia, he practised with him for a period of sixteen years, at the end of that time dissolving the partnership and taking a practice of his own at Fremantle. He holds the position of honorary medical officer to the Fremantle Hospital, and is also deputy-Government medical officer to the Port, besides being a member and lecturer of St. John Ambulance Association. Outside his private practice Dr. White's interests are centred in his military career, which holds pride of place. In 1889 he obtained his commission as Captain, ten years later being gazetted Major. In 1910 he underwent with success an examination to qualify for the rank of Lieutenant-Colonel, and holds the distinction of being the first medical officer in the State to attain such high rank by exam-

ination. In the same year he received the Volunteer Officers' Decoration. Dr. White is particularly fond of music and has been a member of the Fremantle Orchestral Society for the past twenty years, frequently taking part in the production of orchestral



Bartletto, Perth.

LIEUTENANT-COLONEL A. T. WHITE.

music at the concerts of the Society, of which body he is now Chairman. He is also a member of the Naval and Military Club, Perth. Married in 1896 to May, third daughter of the late Dr. Elliott, of Tasmania, he has a family of three sons and one daughter.

Major FRANCIS MAITLAND WYBORN PARKER, D.S.O., Crown Prosecutor, is a son of Sir Stephen Henry Parker, Chief Justice of Western Australia, and was born at Perth on September 18, 1876. Upon the completion of his scholastic career at the High School, Perth, he was articled to the law in the firm of Messrs. Parker & Parker, and three years later, on July 19, 1899, was admitted to the Western Australian Bar. He was engaged in the practice of his profession at Perth and elsewhere in the State during the years 1903 to 1909, and in February of the latter year joined the Crown Law Department in the capacity of Assistant Crown Prosecutor. Major Parker previous to this period had associated himself with the Imperial military forces of Western Australia, and when war was declared between the British

and the Boers he proceeded to South Africa as Senior Subaltern and Captain in the first contingent under Major Moor, and subsequently took command upon the death of that officer in July, 1900, continuing in this capacity until December of the same year. Major Parker then returned with the contingent to Western Australia, but eventually went back to the scene of action and served on the staff at the base of operations as Embarking Staff Officer during the last twelve months of the war. When peace was proclaimed he settled at Johannesburg, where he filled the appointment of Registrar of the Special Criminal Court for a year, ultimately returning to the land of his birth in 1903. For over two years he held the command of the 18th Australian Light Horse, resigning on March 31, 1912. Major Parker married in 1901 a daughter of Mr. John Stenhouse, of Melbourne, and has one son.

Major WILLIAM MILLER BUCHANAN, V.D., examining officer relieving to the Customs Department of Western Australia, is a son of the Rev. A. Buchanan, of Bunbury, where the subject of our notice was born on March 10, 1868. Educated locally, at the age of sixteen he entered the commercial arena and for two years gained valuable mercantile experience in the office of Messrs. Padbury, Loton, and Co., Perth. Major Buchanan then joined the State Civil Service as a junior clerk in the Treasury, whence after a period of two years he was transferred to the Audit Department. Three years later he was sent to Geraldton to fill the dual offices of Treasury cashier and landing waiter, duties which he continued to perform with every satisfaction until the advent of Federation, when the two offices were divided and separate administrators appointed. This was in 1901, and with the culmination of this great event further promotion fell to Major Buchanan, he being installed as sub-collector of Customs at the same centre. In 1909 he was again transferred, this time to Fremantle, where he took up the duties attached to the office he now holds. His work is of a varied character and necessitates frequent journeys to the various ports of Western Australia, in each of which he is a well-known

figure. Major Buchanan's military experience extends over some twenty-eight years, as it was in 1884 that he joined the ranks of the Metropolitan Rifle Volunteers, serving first as private and then as a non-commissioned officer. Ten years from that time he received his first commission, being gazetted as Second Lieutenant of the Geraldton Rifles in 1894. The following year he received his lieutenantcy, and in 1897 he attained to the rank of Captain, being at that time the senior officer commanding the Geraldton Rifles. In 1907 he was gazetted Major and on November 9, 1909, was awarded the Volunteer Officers' Decoration, being the youngest officer in the State to receive this distinction. Major Buchanan was in command of the Western Australian Infantry Regiment from October, 1909, to December, 1910, but the insistent pressure of his civil duties compelled him to relinquish this honour and temporarily retire from active service. At the present time he is on the un-



Bortletto, Perth.  
MAJOR WILLIAM MILLER BUCHANAN.

attached list, but in military matters he is as keen as ever, being an enthusiast in everything pertaining to the Commonwealth forces.

Major CHARLES BATTYE was born on October 15, 1869, and is a son of Mr. Dan Battye, of Geelong, Victoria. He received his elementary education in the State schools

of Victoria and by private tuition, concluding his scholastic career by a finishing course at the Gordon Technical College at Geelong. Subsequently he accepted the appointment of Senior Instructor in Science in connection with the latter Institution, and in 1902 came to Western Australia. He was Assistant Master in the Guildford Grammar School for six months, but resigned this position in order to enter upon the duties of Assistant Librarian of the Public Library of Western Australia. Major Battye joined the Commonwealth Military Forces on January 1, 1903, as Second Lieutenant, 11th Australian Infantry Regiment. He was gazetted Captain on July 9, 1906, and was appointed Staff Officer in Fremantle Defences Command on April 1, 1908. On July 1, 1909, he received his commission of Major, and was transferred to command 1st Battalion, Western Australian Infantry Regiment (now the 86th Infantry), on April 1, 1911. In 1903 Major Battye married a daughter of Mr. David Robertson, of Geelong, and has a daughter. He resides at Churchill Avenue, Subiaco.

Major THOMAS FLINTOFF, Second in Command of the 11th Australian Infantry Regiment, is a son of Mr. T. Flintoff, of Grafton, New South Wales, and was born in that town on October 31, 1874. After a preliminary course of study at a local educational institution, when seventeen years of age he was articled to Mr. J. J. Driscoll, dentist and pharmacist, of Grafton, and continued under the tuition of this gentleman for four years. Later he entered the wholesale house of Messrs. Elliott Brothers, of Sydney, taking a position which allowed him time to devote to his studies, and while there attended lectures at the University of Sydney and obtained his diplomas from the Pharmaceutical and Dental Boards. He came to Western Australia in 1900, and establishing himself in professional practice at Fremantle has followed his calling in this city ever since. Major Thomas Flintoff gained his first military experience as Second Lieutenant in the Fremantle Volunteers, being gazetted Captain three years later. Subsequently the Volunteers' Corps was merged into the Australian Infantry Regiment, and he received his commission as Major

in 1910. Recently he has passed the theoretical examination for the rank of Lieutenant-Colonel. He is an advocate of all forms of outdoor recreation, and hours in which he is



*Bartletto, Perth.*  
MAJOR THOMAS FLINTOFF.

free from the pressure of military and professional duties are spent on the golf links, where he derives considerable enjoyment from an expert wielding of the clubs. He is an honorary office-holder in the East Fremantle Football Club, and in the fraternity of Freemasons has attained the rank of Past Master of his Lodge. In 1902 he was married to Minnie, daughter of the late Mr. John Gray, of London, an old Crimean officer, who was one of the official pioneers of Western Australia, and has a son and a daughter.

Major JOHN ERNEST ROBERTSON, Commanding Officer of the Royal Australian Artillery at Fremantle, is a son of the late Honourable William Robertson, who is well remembered as a pastoralist in the Colac district of Victoria. He was born at Toorak, a suburb of Melbourne, on January 10, 1868, and educated at the Geelong Grammar School. Having finished his schooling, he was sent to England to continue his studies at the Oxford University. In 1890 he returned to his native land and became attached to the Royal Australian Artillery stationed at Queenscliff, Victoria, for two years, as a military officer

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holding rank as Lieutenant. In 1892 he again went to England, this time to make a study of military tactics, and having entered at Woolwich and attended the Shoeburyness School of Gunnery he went through the long course of gunnery, gaining an instructor of gunnery's certificate. Returning to Australia after an interval of two years he was re-appointed to the Royal Australian Artillery at Queenscliff, and in the second year of the South African war was sent to Natal and the Transvaal in command of a Western Australian squadron, disembarking at Durban in May, 1902. Arriving at the base of operations Major Robertson became attached to the 14th Battalion of Australian Commonwealth Horse and saw active service at Newcastle and Elandsfontein under General Lyttelton. At the termination of the war he again visited England and underwent a short course at the Golden Hill School of Gunnery, going thence to Woolwich Arsenal, where he continued his studies, subsequently returning to New South Wales. In the Mother State he was appointed to the command of No. 1 Company of Royal Australian Artillery, which he retained for two years, and was then transferred to Portsea, Victoria, where he was raised to the rank of Captain. From Portsea he was ordered to Queenscliff, where he was Staff-Captain and Adjutant of the regiments, and from there he was transferred to the administrative staff as Deputy-Assistant-Adjutant and Quartermaster-General, Western Australia, with the temporary rank of Major. After two years' occupancy of the position he was gazetted to the Commonwealth Section of the Imperial General staff at the headquarters of the military forces in Melbourne. About a year afterwards a vacancy occurred for the office of Major, and he was promoted to that rank and given command of the Royal Australian Artillery in Western Australia early in 1911. A great lover of outdoor recreation, Major Robertson devotes much of his leisure to the pursuit of the popular Western Australian pastime, yachting, and he also derives no little pleasure from fishing and boating. He married in 1893 a daughter of the late Mr. Edward Viles, of Pendryl Hall, Codsall Wood, Staffordshire, England, and has two children—a son and a daughter.

Major EDMUND ALFRED DRAKE-BROCKMAN, commanding "A" Company 1st XI. Australian Infantry Regiment, is a son of Mr. F. S. Drake-Brockman, chief surveyor, Western Australia, and was born at Busselton, in this State, on February 21, 1884. He was educated at the Guildford Grammar School, and at the conclusion of his schooldays was articled to the law in the office of Sir Walter James, K.C. He was admitted to the Bar in 1909 and entered upon professional practice at Perth in partnership with Mr. H. M. Henning. Major Brockman has been interested in military matters from an early age, and while still at college joined the "A" Company, 3rd Battalion, W.A.I.B., subsequently incorporated in the 11th Australian Infantry Regiment. In 1903 he received his commission as Second Lieutenant. He was gazetted Captain, two years later receiving the appointment of Adjutant to the regiment, and Major in September, 1911. Upon the decision of the Commonwealth Defence Department to send mili-



*Bartletto, Perth.*  
MAJOR EDMUND A. DRAKE-BROCKMAN.

tary officers to India for special training he was one of the first four selected, and while absent from Australia became attached at various times to different Imperial regiments and staffs, including the Sherwood Foresters, the 14th Hussars, Headquarters Staff, 9th Division, in which he acted as D.A.A.G., the 9th Brigade of Artillery, and Seaforth Highlanders. He also attended a School of Artillery

Tactics at the Staff College, Quetta. Major Brockman was chosen as Aide-de-Camp to His Excellency Sir Frederick Bedford, Governor of Western Australia, in 1906, and upon his return from India in 1909 was appointed on the staff of His Excellency Sir Gerald Strickland, in the same capacity. He is a member of the Naval and Military Club of Perth and of several Service Clubs in India. He is Consular Agent for Italy, having accepted the appointment on the retirement of Mr. H. M. Henning. At college Captain Brockman was prominent in all kinds of sport, was Captain of the Football Eighteen, the Cricket Eleven, and the Boats. He stroked the school crew to the head of the river in 1903. In general athletics he won the school championship for three years successively, and has seven intercollege championships to his credit.

Major ALFRED JOSEPH BESSELL-BROWNE, D.S.O., Commanding the 14th Battery Australian Field Artillery, is a son of Mr. William Henry Bessell-Browne, of Sydney, New South Wales. He was born at Auckland, New Zealand, on September 3, 1877, and was educated



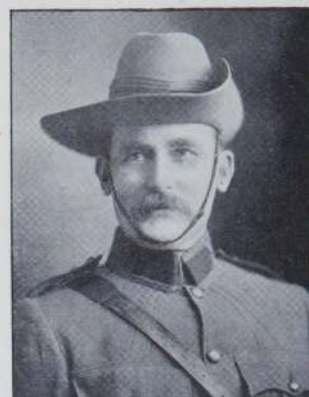
Bartletto, Perth.  
MAJOR ALFRED J. BESSELL-BROWNE.

first at the Camden Grammar School, New South Wales, and afterwards at the Perth High School, where he continued until his seventeenth year, when he entered the Patents Branch of the Government Service of Wes-

tern Australia. After a lapse of seven years he resigned this position and launched out in business for himself under the name and title of Messrs. Bessell-Browne and Co., merchants and manufacturers' agents. Major Bessell-Browne joined the No. 1 Battery, Field Artillery, on August 3, 1896, and continued with that unit until October 15, 1899, when he was transferred to the Western Australian Mounted Infantry for active service. He proceeded to South Africa with the first contingent, was appointed Lance-Corporal, October 16, 1899; Corporal, February 15, 1900; Sergeant, March 12, 1900; and finally gazetted to a lieutenancy on April 22, 1900. He served with the fifth contingent as a Lieutenant from January 12, 1901, to June 24, 1901; was promoted Captain, June 25, 1901, and on January 18 of the following year Adjutant to fifth and sixth Western Australian Mounted Infantry, serving with that rank until June 18, 1902. He was mentioned in despatches by Lord Kitchener on July 8, 1901, for conspicuous gallantry at Brakpan on May 16, 1901, and again in despatches from the Commander-in-Chief, South Africa, dated Pretoria, March 8, 1902, and published in the *London Gazette* of April 25, 1902, for conspicuous good service in the Ermelo district from December, 1901, to January, 1902. In September, 1911, he was gazetted Major. The pursuit of his military career absorbs the whole of his time, and he has but little leisure or inclination for any other kind of recreation. In 1903 he married Muriel Maud, a daughter of Mr. H. E. Manning, of Perth, and has three sons and a daughter.

Major ERNEST ALBERT LESOUF, P.V.O., is a son of the late Mr. Albert A. C. LeSouef, of Melbourne, where the subject of this notice was born on September 13, 1869. He received his scholastic training at Carlton College, and subsequently studied at the Melbourne Veterinary College (where he qualified in 1895) and the Melbourne University, where he graduated as Bachelor of Veterinary Science in 1911. He became associated with his late father, then Director of the Melbourne Zoological Gardens, until 1897, when the Western Australian Government engaged

his services to establish zoological gardens in the capital. The site which was placed at his disposal for the carrying out of the project was then scrubland, and the present well-arranged and attractive gardens, with their suitable and handsome buildings, prove a monument to his



Bartletto, Perth.  
MAJOR ERNEST ALBERT LESOUF.

energy, resource, and thorough knowledge of the details of design necessary to make the undertaking a success. Major LeSouef was one of the founders of the Cannington Mounted Rifles at its inception under command of Captain Clydesdale. This was his first military experience, and after a month in the ranks he received his commission as Lieutenant. Three years later he was transferred to the Veterinary Branch, and in the capacity of Principal Veterinary Officer did yeoman service. He is now Major of the Veterinary Corps and Principal Veterinary Officer for the whole State in the Defence Department. In 1912 he was chosen as a member of the first Board appointed under the Veterinary Act of 1911. Major LeSouef has devoted much spare time in the past to the breeding of sporting dogs and has won many prizes and trophies for these animals. He is a keen lover of horses and makes a hobby of breeding ponies at the present time. He was married in 1899 to a daughter of the late Rev. F. A. Hagenauer, Inspector-General of Aborigines, Victoria, and has a son and two daughters.

Captain HAROLD ARTHUR FAULKNER WILKINSON, A.D.C., is a son of the late Captain G. Faulkner Wilkinson, of the 68th Durham Light Infantry. He was born at Perth on May 16, 1879, and educated at the High School in the native town. At the age of



*Bartletto, Perth.*  
CAPTAIN HAROLD A. F. WILKINSON.

sixteen years he entered the Audit Department of the Civil Service as a junior, and has since risen step by step to the post of Inspector, which he now holds. In the year of his attainment to manhood's estate he joined the ranks of the Civil Service Corps, which afterwards merged into the Western Australian Infantry Regiment. In 1901, a little previous to the historic visit of Their Royal Highnesses the Duke and Duchess of York at the time of the inauguration of the Commonwealth, Captain Wilkinson received his Lieutenant's commission, having at that time served in the ranks only for a period of a year. Three years later (May, 1904) he was further promoted, this time to a captaincy, and he subsequently held the appointment of Adjutant for three and a half years. In 1909 he was selected by the Commonwealth Government to proceed with four other officers to India to receive special training in the arts of war, and was attached to the 1st Battalion, Royal Warwickshire Regiment (Imperial Forces), stationed at Peshawur, on the north-west frontier. Subsequently he was attached to the Worcestershire Regiment and also to the staffs of Generals Martin and

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Campbell, at the expiration of his period of service proceeding to England, where he remained some months. Returning to Australia he temporarily assumed the command of his own regiment. In July, 1906, he was appointed Aide-de-Camp to the Lieutenant-Governor, Sir E. A. Stone, K.C.M.G., and on the arrival of Sir Gerald Strickland, K.C.M.G., he was also attached to His Excellency's honorary staff as Aide-de-Camp, and is now filling the office of Private Secretary.

Captain THOMAS CHARLES WILSON, Commanding No. 8 Company, Australian Corps of Signallers, is a son of Mr. Edward Wilson, formerly of the Imperial Army, but now resident at Leeds, Yorkshire. He claims the famous fortification, Gibraltar, as the place of his birth, and having been born, so to speak, in a martial atmosphere, it seems but fitting that in after-years he should be attracted to the service of his country. Captain Wilson was born on August 30, 1877, and received his education at the St. Stephen (Westminster) School, London, and in Yorkshire. He entered the Postmaster-General's Department of the Civil Service of Great Britain in his fourteenth year and continued there until the middle of 1896, when with many others he was transferred to Western Australia by the Imperial authorities at the request of the local Government, which was perplexed how to deal with the large increase in the telegraph and postal business created by the rich gold discoveries in the Coolgardie district. Captain Wilson was one of the chosen, and landed at Albany in September of that year. He was immediately attached to the staff at the head office as telegraphist, and continued to hold the post until 1900, when he received transfer to Kanowna. After about four years at that centre he returned to Perth in 1905 to take up the duties of the position he now occupies. It was in the Old Country that he commenced his military career, having joined the Volunteer Medical Staff Corps at Leeds, with which he served for two years. Subsequent to his arrival in Western Australia he entered the ranks of the Perth Infantry Regiment, and passing the necessary examination soon received promotion to the non-commissioned rank as Sergeant to "A" Company. His

transfer to the goldfields, already referred to, occurred at this juncture, and he was attached to the newly-formed 5th Battalion Infantry Brigade, Kanowna Company (Goldfields), being raised to the rank of Colour-Sergeant. In June, 1901, he was gazetted Second Lieutenant, Lieutenant about a year later, and in December, 1904, he received his commission as Captain of the Company at Kanowna. Following his return to Perth he was placed on the unattached list, and it was not until the end of 1905 that he re-entered the active list at the request of the Commandant to undertake the formation of a Corps of Signallers, which he did with great success. He has been Commander of the Corps since its inception, and at the Kitchener camp at Tammin the Company received the highest praise for the soldierly manner in which it had carried out the work allotted to it during the manoeuvres. Outside his military and civil duties he derives considerable pleasure from horticultural pursuits, of which he makes a hobby, and he is particularly interested in the cultivation of a large variety of fruit-trees. He is a member of the Masonic fraternity and of the A.O.F., and has passed through most of the chairs of the latter order, being at the present time a Past



*Bartletto, Perth.*  
CAPTAIN THOMAS CHARLES WILSON.

District Chief Ranger. Captain Wilson was married in 1901 to a daughter of Mr. Hans Neilson, of Sunvale Dunach, Talbot, Victoria, and has two sons and three daughters.



Captain J. E. FERGUSON STEWART, A.A.M.C., is a son of the late Rev. Robert Stewart, of Lisbon, Portugal, which was his birthplace. He was educated in England and subsequently matriculated at Glasgow University, where he also studied for the medical profession, taking his diploma in 1895. Shortly afterwards he came to Western Australia and entered upon professional practice at Guildford and Midland Junction, where he still continues. He joined the Western Australian Defence Forces in 1899 as a member of the Guildford Company, ultimately being placed on the unattached list. In 1908 he was gazetted Captain of the No. 4 Field Ambulance in the Australian Army Medical Corps. Captain Stewart is District Medical Officer for Swan District and Health Officer for Guildford and Midland Junction.

Captain JOHN BRIER MILLS, second in command, No. 14 Battery, Australian Field Artillery, is the eldest son of Mr. George Alfred Mills, J.P., of Perth, Western Australia. He was born at St. Mary's, New South Wales, on May 23, 1870,



Bartletto, Perth.  
CAPTAIN JOHN BRIER MILLS.

and was educated at St. John's Grammar School, Parramatta, and the High School, Sydney, New South Wales. From his nineteenth year he was engaged in journalistic work for ten years, of which six

were spent at Broken Hill, New South Wales, and four years—1895 to 1899—on the staff of *The West Australian* at Perth. In 1899 he commenced the study of law in the office of Mr. R. S. Haynes, K.C., of Perth, and was admitted as a barrister and solicitor of the Supreme Court of Western Australia on March 21, 1905, the ordinary period of study having been exceeded owing to the Barristers' Board imposing an extra term on account of his having been absent on military service in South Africa during the Boer war. He was appointed a Commissioner for Affidavits in April, 1906, and a Notary Public in July, 1909. He has since been in practice at Perth, where, in addition to the practice of law, he is assistant editor of *The West Australian* "Law Reports." Captain Mills' military service commenced in January, 1883, when he joined the Parramatta Company of the 3rd New South Wales Infantry Regiment as a bugler, and except for several intervals necessitated by the exigencies of civil life he has been a member of the Australian military forces ever since. Shortly after the outbreak of the South African war he enlisted in December, 1899, in the second Western Australian contingent (Mounted Infantry), and served in South Africa from the beginning of February, 1900, until its return to Western Australia at the end of April, 1901, having taken part in all the engagements in which the contingent participated. He received the South African (Queen's) medal with six clasps, including clasps for the engagements of Johannesburg, Diamond Hill, and Belfast. On his return from South Africa he joined the present No. 14 Battery, Australian Field Artillery, and was shortly afterwards selected as one of seven representatives of the military forces of the State to attend the Coronation of King Edward VII., receiving the coronation medal at the hands of the present King. He received a commission as Second Lieutenant in the present 14th Battery, Australian Field Artillery, on July 21, 1905, was promoted Lieutenant on May 7, 1907, and Captain on October 1, 1908. In March, 1911, he was awarded the colonial auxiliary forces long-service medal. He married in 1894 Miss Mary Blanche Robinson, of Adelaide, South Australia, and has surviving a son and two daughters.

Captain REGINALD WILLIAM EVERETT was born at Goulburn, New South Wales, on September 30, 1873. He began his military career in 1891, when he joined the 2nd Infantry Regiment, New South Wales,



Bartletto, Perth.  
CAPTAIN REGINALD WILLIAM EVERETT.

with which he served for a number of years in the ranks. On August 1, 1905, he received his commission as Second Lieutenant in the 11th Australian Infantry Regiment, and was promoted to be Lieutenant on July 1, 1907. He was Acting-Adjutant to the regiment from September, 1908, to June, 1909, during the absence of Captain E. Drake-Brockman on duty in India, and on September 16, 1908, received his promotion to the rank of Captain. Captain Everett was appointed Area Officer for Fremantle Area under the new defence scheme on November 1, 1910.

Captain RICHARD REGINALD GARLAND, of the 18th Australian Light Horse Regiment, is a son of Mr. Richard Garland, newspaper proprietor, of Horsham, Victoria, of which town the gentleman under review is a native, having been born there on June 8, 1878. He received his education at the local State school and privately, with a subsequent course at the Technical College in the same town, and at the age of sixteen embarked on a journalistic career, being engaged on the staff of *The Wimmera Star* news-

paper, of which his father was and still is proprietor. In 1897 he joined the literary staff of the *Perth Morning Herald* and continued in this connection for two years, when he returned to Horsham to undertake the editorship of his father's paper. Captain Garland occupied the editorial chair until 1901, in that year joining the Victorian Mounted Rifles for service in South Africa, and in the following year becoming associated with the Australian Commonwealth Horse. Returning to Victoria in 1902 he resumed his editorial duties, and three years later obtained an appointment on the literary staff of *The West Australian*, and again took up his residence in Perth, where he has remained ever since. Captain Garland displayed a penchant for military affairs in early youth, when quite a lad being one of the junior cadets in his native town. Having served in this capacity for four years he joined the ranks of the Victorian Rangers, and later received a commission in his former Cadet Corps. He served in the South African war as Lieutenant, and was awarded the Queen's Medal with five clasps. His connection with the 18th Australian Light Horse Regiment began on May 9, 1905, when he was appointed Second Lieutenant, gaining his promotion to a lieutenancy on September 1, 1906. He was Adjutant of his regiment from 1907 to 1911, and was gazetted Captain on January 1, 1909. Captain Garland is a member of the Wimmera Lodge of Freemasons, No. 70, V.C., and holds membership in the Perth Club. He has taken considerable interest in most branches of athletics, more particularly in football, cycling, and tennis, and has several trophies to his credit as an amateur. In 1909 he married a daughter of the late Mr. W. H. Oakley, of Bendigo, Victoria.

Captain ALLAN WILLIAM LEANE, Officer Commanding "D" Company, 11th Australian Infantry Regiment, is a son of the late Mr. Thomas John Leane, of Prospect, South Australia, in which State he received his scholastic training. He served his apprenticeship to a commercial career in Adelaide, and in 1896 came to Western Australia as Departmental Manager for the well-known firm of warehousemen, Messrs.

Goode, Durrant, & Co. Ultimately Captain Leane relinquished his connection with this business, and is now a partner and Director of the Economic Limited, the widely known drapery and softgoods establishment



Bartletto, Perth.

CAPTAIN ALLAN WILLIAM LEANE.

in High Street, Fremantle, of which he is also a joint Manager. He commenced his military career at an early age, when eighteen, joining the old 3rd Battalion of Infantry in South Australia. He was transferred to the South Australian Lancers in 1890, subsequently returning to his former regiment, and was gazetted Lieutenant in October, 1891. Upon his arrival in the Western State Captain Leane remained for a time upon the unattached list, but a vacancy occurring he accepted the appointment of Lieutenant to the 11th Australian Infantry Regiment. Business interests demanding his removal to Kalgoorlie, he transferred his services to the Goldfields Infantry Regiment, with which corps he was identified for two years. At the end of that period, returning to Fremantle, he again became attached to the 11th A.I.R., taking command of "D" Company and receiving promotion to the rank of Captain. In the world of sport Captain Leane is devoted chiefly to the game of bowls, and in the pursuit of this pastime has won several club championships and trophies. He was married in 1895 to a daughter of the late Mr. W. Scutt, of Bere Regis, Dorsetshire, and has one son.

Captain FRANCIS BIRD CARTER is a son of Mr. T. E. Carter, of Kingston-on-Thames, and was born at Uxbridge, Middlesex, on April 4, 1875, subsequently pursuing his scholastic studies at the Loughborough Grammar School, Leicestershire. His first military experience was obtained as a private in the ranks of the 20th Middlesex Regiment of Volunteers, with which corps he was identified until his departure for Australia in 1901. Landing at the Western State he proceeded to Kalgoorlie, and soon after his arrival accepted the honorary position of Secretary to the local Rifle Association and Rifle Club, which he held for a period of three years. Subsequently, after taking up residence in Perth, he had control of the first Commonwealth Rifles meeting held in the State, and successfully inaugurated a higher standard for Australian aspirants for military honours. Captain Carter received his commission of Second Lieutenant in August, 1905, and in the year following was promoted to Lieutenant, was appointed Adjutant of his regiment in January, 1910, and gazetted Captain in April, 1911. He is a member of the Weld, Naval and Military, and other Clubs, and acts as Secretary to the Metropolitan



Bartletto, Perth.

CAPTAIN FRANCIS BIRD CARTER.

Rifle Club. He takes a deep interest in most forms of manly sport, particularly football, rowing, and gymnastics. He is a crack shot with the rifle and took part in the Great National meeting at Bisley in 1906.

Lieutenant WILLIAM CHECKLEY MILLS was born at Hornsby, New South Wales, on November 22, 1878, and is the second son of Mr. G. A. Mills, J.P., of Perth, Western Australia. He came to Western Australia in 1897 and entered the Civil Service in the Postmaster-General's Department. He joined the Perth Artillery Volunteers (now the 14th Battery, Australian Field Artillery) in March, 1897, and served with that corps until the outbreak of the South African war, when he was selected as a member of the first Western Australian contingent, which sailed from Albany in November, 1899. He served with this contingent until its return to Western Australia in December, 1900, having taken part in all the engagements in which it participated. He returned to South Africa with the sixth Western Australian contingent, and on June 23, 1901, near Ermelo, Eastern Transvaal, he was severely wounded, being hit in four places. After having been invalided to Australia, and upon recovering sufficiently, he was appointed Lieutenant in the 8th Battalion, Australian Commonwealth Horse, and returned to Africa with that corps. He received the South African (Queen's) medal with five clasps, including Johannesburg, Diamond Hill, and Wittebergen. Lieutenant Mills is at present filling the position of Area



*Bortolotto, Perth.*  
LIEUTENANT WILLIAM CHECKLEY MILLS.

Officer for North Perth under the new defence scheme. Since the foundation of the Naval and Military

Club at Perth in 1906 he has carried out the duties attached to the secretaryship. He married in 1909 Miss Bertha Grundy, of Perth, and has three sons.

Lieutenant GEORGE CHARLES EVERETT, Area Officer 85A, embracing the military district from



*Imperial Studio, Albany.*  
LIEUTENANT GEORGE CHARLES EVERETT.

Albany to Wagin and from the Frankland to the Pallinup Rivers, is a South Australian by birth, having been born at Windsor, in that State, on July 12, 1885. He is a son of Mr. Edward Gamble Everett, grocer and provision merchant, of Albany, and his education, received primarily in Adelaide, was completed at the Claremont Training College, Western Australia, where he was prepared for the teaching profession. He was connected with the Education Department of this State in all for nine years, holding appointments in metropolitan schools and at Albany, Beaconsfield, and Geraldton. He resigned the post of first assistant in the State school at Geraldton in order to engage in business at Albany in conjunction with his father, and continued in this connection for five years. He obtained his first military experience in the Junior Cadet Corps at Albany, in which he held the commission of second Lieutenant. When severing his connection with the Education Department he resigned from the Cadets and joined the Garrison Artillery at Albany, where he was given the provisional appointment of Second Lieutenant. In 1910

he was promoted to the rank of Lieutenant, and in October of that year received the appointment of Area Officer for the Albany district, which has since been extended to its present size. During the course of his career he also served for a short time in the ranks of the 11th Australian Infantry Regiment. Lieutenant Everett's mercantile and military interests absorb the greater portion of his time and attention and allow little leisure for recreation. His occasional attendance on the football field, the bowling green, or the tennis court quickly shows that he is no novice in these games, and in the more difficult art of sailing he also displays practical experience, and though unable to devote much time to sport he still continues his membership in the various local clubs. He is a member and office-holder in the Masonic fraternity, and for many years has been connected with the A.N.A., in which he has filled the honourable post of President.

Lieutenant PERCY MALCOLM EDWARDS, Adjutant 18th Australian Light Horse Regiment and Area Officer, Subiaco and Leederville, Western Australia, is a son of Mr. W. S. Edwards, of Malvern, near Melbourne, Victoria, and was born at Port Melbourne on December 5, 1876, receiving his education at the High School, East Prahran. Upon the conclusion of his studies he entered the firm of Messrs. Robert Reid & Co., the well-known warehousemen of Melbourne, and obtained a comprehensive knowledge of the business during the six years spent in this employ. At twenty-one years of age he left Victoria in order to enter upon an appointment under the Western Australian Government in the clerical division of the Railways Department. After ten years in the Civil Service, perceiving an opening in this State for the establishment of a softgoods manufactory he resigned, and in 1908 inaugurated his present business in Strelitz Avenue, a fine central position, with a staff of six employes. So rapidly has the trade expanded under his far-sighted and enterprising management that fifty hands are now busily employed in meeting the demands of its patrons, and there are no signs of a falling-off of the popularity which has so signally marked its progress since its inception. As a military man Lieuten-

ant Edwards is well known, and his experience in this line has not been of a limited nature. From boyhood he has made a hobby of matters military, before he could read or write, learning the mysteries of flag-signaling from his father, who was a soldier before him. As a lad he belonged to the junior cadets at Melbourne, and later was transferred to



*Bartlett, Perth.*  
LIEUTENANT PERCY MALCOLM EDWARDS.

the senior cadets, where he rose to the rank of Colour-Sergeant. He served five years in the Field Artillery and was the youngest Sergeant in the Brigade when he left for Western Australia in 1898. Immediately on his arrival in this State he joined the Field Artillery, and a few months after, on the outbreak of the Boer war, joined the first Western Australian contingent as a private. Before reaching South Africa he was promoted to the position of Sergeant-Major, and during the course of the war saw active service at Slingsfontein, Arundel, Rensburg, Ta'Bancho, Modder River, Johannesburg, Diamond Hill, Pretoria, Vaal River, Elands River, Bothaville, Wittebergen, Heidelberg, and Bethlehem, besides being under fire at various other times during the campaign. He was awarded the Queen's Medal with four bars, was twice mentioned in despatches, and subsequently received the D.C. Medal. This last distinction was conferred upon him for getting through the Boer lines, under cover of darkness, with two other men at exceptional risk and blowing up the Delagoa railway near Diamond Hill,

thus materially strengthening the British position, and at the same time recovering a trainload of British prisoners and two trainloads of merchandise. Upon his return to Perth he was offered a commission to accompany the fifth contingent to the scene of action, but for private reasons declined the honour. Since 1907 he has been attached to the Light Horse as Officer Commanding Pom-Pom section. He received his commission in the same year and was appointed Area Officer in November, 1910. In 1901 Lieutenant Edwards was married to Nellie, daughter of the late Mr. W. Danson, of Mount Gambier, South Australia.

Lieutenant ROBERT EDWARD JACKSON is a son of Mr. Samuel Jackson, of Perth, and was born at



*Bartlett, Perth.*  
LIEUTENANT ROBERT EDWARD JACKSON.

Crow's Nest, Queensland, on January 1, 1886. He received his education at the Brisbane Grammar School, and subsequently took up accountancy work in Queensland for about two years. Leaving for Western Australia in 1904, upon arrival he entered the Education Department as assistant master in the Perth Boys' School, holding this position until 1911. Lieutenant Jackson has always been distinguished for his keen interest in military affairs, and in 1910 received his commission as Captain of the senior cadets, in which capacity he served until his appointment as Lieutenant on the Permanent Staff in February,

1911, his qualifications fitting him for the duties of Light Horse and Infantry Instructor. He is an enthusiast in athletics and won the Bedford shield for physical culture and squad drill in 1910. A prominent Rugby footballer, he played in the Federal team until precedence was given to the Australian game; and is still well to the fore in all manner of outdoor sports. The gentleman under review is a strong supporter and a local preacher of the Methodist Church, and is connected with the Baden-Powell Scouts, in which organization he was one of the first Scout Masters and afterwards a member of the Council.

Lieutenant HAROLD VIVIAN PIESSE, No. 3 Squadron, 18th Australian Light Horse, began his military career as a gunner attached to the No. 1 Battery, Perth, at the time that his father, the Honourable F. H. Piesse, C.M.G., occupied the position of State Minister for Defence. Two years later, upon his arrival in New South Wales, he joined the Reservists in that State and served for a similar period in that body. In 1906 he joined Captain Strachan in the formation of the Third Squadron Light Horse at Katanning, and was gazetted as Second Lieutenant. Upon the retirement of Captain Strachan Lie-



*Biltoft, Katanning.*  
LIEUTENANT HAROLD VIVIAN PIESSE.

utenant Piesse took charge of the Katanning Squadron, which he now commands.

Lieutenant-Colonel JOSEPH ALEXANDER CAMPBELL, J.P., is a son of the late Mr. Alexander Campbell, of Dalkey, County Dublin, Ireland, and was born on October 26, 1842. He received his education at the Reverend Doctor Slater's School, Killiney, County Dublin, and joined the Queen's Own Cameron Highlanders on August 8, 1857, sailing the same day for India. As the first warrant officer appointed, he became Sergeant-Major of his regiment on April 18, 1878, and served with the regiment during the Indian Mutiny campaign of 1859, including the passage of the Gogra at Fyzabad and the capture of Rampore Kussia, and subsequent operations in Oude across the Gogra and Raptée Rivers (medal). He was Sergeant-Major of the regiment throughout the Egyptian campaign of 1882, and was present at the battle of Tel-el-Kebir, for his bravery being mentioned in despatches and receiving the silver medal for distinguished conduct in the field, a medal with clasp and the Khedive's star. In February, 1884, he was appointed chief of the instructional staff, Western Australia, and was promoted to Chief Staff Officer in 1886. He accompanied a detachment of Western Australian



Bartletto. Perth.  
LIEUTENANT-COLONEL J. A. CAMPBELL.

volunteers to the late Queen Victoria's Diamond Jubilee celebrations in London in 1897, and was appointed Staff Officer to Colonel Ivor Herbert, C.B., C.M.G., Grenadier Guards, Commandant Colonial Contingent, London. From 1899 to

1902 he was Camp Commandant and Chief Instructor at Karrakatta, training troops for duty in South Africa, and for this service was favourably mentioned in Parliament and officially thanked by the Government of Western Australia. He was appointed Acting Commandant of the Commonwealth military forces of Western Australia, with the rank of Lieutenant-Colonel, in August, 1901, and upon his retirement, after forty-five years' service, on September 30, 1902, received the official thanks of the Government. Lieutenant-Colonel Campbell is in possession of the silver medal for meritorious service and for long service and good conduct. He was appointed an Honorary Associate of the Grande Priory of the Order of the Hospital of St. John of Jerusalem in England on February 26, 1907. In 1871 he married at Kamptee, India, the only daughter of Mr. Henry Hott, and has three sons, two of whom served in the South African campaign.

Major THOMAS SHERWOOD, on the retired list, is a son of the late Mr. Frederick Sherwood, an architect and surveyor in the early days of the State. He was born in Dorsetshire, England, on January 24, 1838, and as a child of five was brought by his parents to Western Australia, where he received his scholastic training. In 1855 he entered the Imperial Commissariat Department in a clerical capacity, and when in 1875 the transfer of the convict department to the Crown Colony by the Imperial Government was being effected he was transferred to the office of chief clerk and accountant of stores, which appointment he held until the completion of the transfer in 1886. Subsequently, Major Sherwood joined the Civil Service in the Lands Department and continued in this connection for seventeen years. His association with the local military forces began in 1861, when he joined the first Volunteer Corps formed in Western Australia under Colonel Bruce (Commandant of the forces). After serving in the ranks and as non-commissioned officer he received his first commission as Lieutenant in the Metropolitan Rifle Volunteers in 1875, a corps which has passed through many changes and is now known as the 88th Infantry Regiment. At the close of thirty-

four years he retired with the rank of Major, to which he had previously received promotion, and was the recipient of the volunteer officer's



Bartletto. Perth.  
MAJOR THOMAS SHERWOOD.

decoration in 1894. The gentleman under review, who now lives in retirement at Harvest Terrace, Perth, has been associated with the Anglican Church for a lengthy period, was a member of the Cathedral Chapter for many years, and sixteen years ago held the office of Diocesan Secretary, while at the present time he is Diocesan Treasurer and a Trustee. He was in former days a yachtsman of note, and took his share of honours in the cricket and boating circles of Western Australia. Major Sherwood has also been one of the leaders of Freemasonry in Western Australia. He was initiated in the Lodge of St. John, No. 485, E.C., on July 23, 1866, and was Worshipful Master in 1872 and again in 1875. He became District Junior Grand Warden under the English Constitution in 1889 and District Senior Grand Warden in 1892, and was created a Past Deputy Grand Master of the Grand Lodge of Western Australia in 1903. He is at present a member of the Lodge of St. John, No. 1, and an honorary member of the Lodge of Unity, No. 11; Military Lodge, No. 15; Lord Nelson Lodge, No. 46; Roebuck Lodge, No. 56; and Excelsior Lodge No. 61. Since 1908 Major Sherwood has been President of the Freemasons' Club. Married in August, 1862, to Miss Caroline Mews, of Perth, he has six sons and five daughters.

Major JOHN CAMPBELL is a son of Lieutenant-Colonel J. A. Campbell, J.P., and was born at Edinburgh Castle on June 24, 1876. He received his education at the Christian Brothers' College, Adelaide, and at the age of sixteen joined the staff of the Bank of Australasia, from which he resigned to accept the position of chief clerk and accountant at the military headquarters, Perth. In 1894 he joined the Perth Artillery Volunteers as driver, and was promoted Second Lieutenant and Staff Officer to the Commandant in 1897. He volunteered for service in South Africa with the 1st Western Australian Mounted Infantry in October, 1899, and was promoted Lieutenant and placed in charge of a section of machine-guns during the Boer war, 1899-1902. He was present at operations in Cape Colony between November, 1899, and March, 1900, including actions at Colesburg and the advance on Kimberley; in the Orange Free State between March and May, 1900, including actions at Vet River; in the Transvaal between May and June, of the same year, including actions near Johannesburg and Pretoria on June 4 and at Diamond Hill on June 11 and 12; and assisted in the operations in Orange



Bortolotto, Perth.  
MAJOR JOHN CAMPBELL.

River Colony between June and November, 1900, including actions at Lindley, Bethlehem, and Wittebergen. He was granted a Commission in the Royal Garrison Artillery (London *Gazette*, May 23, 1900), which he resigned to take command

of the 6th Western Australian Mounted Infantry—two squadrons. He was in command of the sixth contingent, Western Australian Mounted Infantry, during the operations in Eastern Transvaal, Orange River Colony, and Zululand frontier between April, 1901, and April, 1902, and was present at Brakpan on May 16, 1901. Shortly after the retirement had commenced a man was seen about sixty yards in the rear of the line, running, his horse having been shot. Captain Campbell turned and galloped back to his assistance, under a very heavy fire and in face of an enemy advancing at a hand gallop. When he reached the man the latter was in a state of collapse, but managed to put his foot in the stirrup, and Captain Campbell assisting him to mount carried him away, the enemy pursuing close behind. He was mentioned in despatches, London *Gazette*, July 28, 1901, and was awarded the Queen's Medal with four clasps and the King's Medal with two clasps, was promoted Brevet-Major by the Commonwealth Government for good service in South Africa, and was appointed Staff Officer for Mounted Infantry and acting paymaster on his return from the war, a position he resigned at the end of two years. Major Campbell is now following farming pursuits in the Bowes district, Western Australia. He married in 1911 Miss Grace Rintel, of Perth.

The late Major JOHN ALFRED ERNEST HUMBLE was born at Fremantle in 1867, and received his education locally and at Geelong, Victoria. In 1883 he joined the staff of the National Bank of Australasia at Fremantle, and spent the next fourteen years in the Bank's service, from which he resigned in order to establish himself in business at Fremantle. In 1883 Major Humble joined the ranks of the Fremantle Volunteers, and was in command from 1896 until the corps became merged into the 11th Australian Infantry Regiment. He received his commission of Second Lieutenant in 1888, was promoted to the rank of Captain in 1895, and gazetted Major on his retirement from active service in 1909. Major Humble was second in command of the Australian Infantry Regiment for some time. His death occurred in 1912.

Captain THOMAS JOHN TODD, D.S.O., of the firm of Messrs. Todd Brothers, contractors, St. George's Terrace, Perth, and the Perth Brick Company, Midland Junction, was born at Christchurch, New Zealand, on March 2, 1873. He is a son of the late Mr. James Todd, of Perth, formerly of New Zealand, and received his education in the city of his birth and at Auckland. He became engaged in mercantile life in a merchant's office, where he laid the foundation of a good commercial training. At the outbreak of hostilities in South Africa Captain Todd, who previously had become a member of the Volunteer Forces, accompanied a contingent to the scene of action, being appointed Adjutant to the New Zealand Forces under Major Craddock. He displayed great bravery on the field and served at the front during the whole of the war, being present at some of the most important operations, and was mentioned in despatches by the noted Generals French, Hutton, Mahon, and Plumer. He received the decoration of D.S.O. in 1900 and was also awarded the King's and Queen's medals, the latter with five bars. Upon the proclamation of peace Captain Todd returned to New Zealand and in 1904 came to Western Australia to join his brothers, Messrs. Alexander and James Todd, in the large building, contracting, and brick-making business so successfully established in this State. Since then he has thrown his energies into the building up and advancement of this important concern, and resides at Midland Junction, where he has interested himself in the affairs of the district, and for the past three years has occupied a seat in the local Municipal Council. He is a member of the Western Australian, the Naval and Military, and the Masonic Clubs, being a member of the Masonic craft, in which he holds office at the present time. In earlier days Captain Todd was an active participant in all athletic sports and has represented New Zealand in Rugby and Association football. At the present time he finds recreation in the game of bowls, and is a member of the Perth and Midland Junction Bowling Clubs.

Captain FRANK MANFORD, who holds the rank of Honorary Lieutenant in the Imperial Army,

was born on November 15, 1868, and is the son of the late Dr. Manford, of Newcastle-on-Tyne, England. He was educated at St. George's College, Harrogate, and Mill Hill School, London, and having served an apprenticeship of four years left England for Australia, where he remained for eight years. Returning to the Old Country in 1898 Captain Manford joined the 3rd Volunteer Battalion, Northumberland Fusiliers, afterwards being selected as an officer of the 1st Volunteer Company and drafted into the 2nd Battalion, Northumberland Fusiliers (Regulars), with which regiment he saw two years' active service in South Africa. For his military services in the Boer war he holds the Queen's Medal with four clasps and also the King's Medal. He also holds the bronze medal of the Royal Humane Society. In 1902, instead of returning to the Old Country with his regiment, he once more sailed for Western Australia, being desirous of making his home in the State to which he had become so much attached, and entering into business pursuits at Fremantle he has continued there ever since. Captain Manford's favourite recreation is found on the golf links, but in the

the late Mr. Vincent Robert McMaster, of Melbourne, where the subject of this sketch was born on



*Bartletto.* *Perth.*  
CAPTAIN ROBERT THOMPSON McMASTER.

December 29, 1865. He attended the Scotch College in his native city until sixteen years of age, when he was articled to the late Mr. Egan, a well-known Melbourne architect, and served eight years' indentures under this master of the profession. In the early nineties he joined the architectural staff of the Government of Western Australia, and having spent two years in that service, in 1893 established himself in practice on his own behalf at Perth, continuing until 1899, when he retired from the profession. Among the buildings for which Captain McMaster has been responsible may be numbered the Central Arcade, the United Service Hotel, Ozone Hotel, Smith's Chambers, and the Broken Hill Hotel, Victoria Park, besides many other mercantile and residential structures. He has considerable landed interests in the State, owning large pastoral and agricultural properties in the eastern districts, and devotes a great deal of time and attention to the breeding of blood stock on his stud farm at Merriden, mention of which is made in the pastoral section of this work. Captain McMaster has always been distinguished for his keen interest in military matters, and upon the departure for South Africa of troops from this State was placed in charge of the Western Australian second contingent, with the rank of Captain. For two years he saw active

service at the scene of the war, and was present at the notable engagements of Diamond Hill and Sand River, and received the King's Medal and six clasps. Upon his return from South Africa he went on the retired list, finding the demands on his time too great to allow of his continuance in the forces. He was married in 1894 to Emily Frances, daughter of the late Mr. John Holman, of Devonshire, England, and has three sons and two daughters.

Captain ARTHUR REGINALD WHITE, of the Australian Intelligence Corps, is a son of Mr. William White, of Perth, and was born at Sydney, New South Wales, on October 31, 1886. He pursued his scholastic studies at the public schools at Dubbo in his native State, and upon coming to Western Australia at the age of seventeen entered the local Civil Service in the draughting division of the Survey Department, and has continued in this office ever since. Descended from a family whose members have served in the Imperial Army for several generations, Captain White early showed his military tenden-



*Bartletto.* *Perth.*  
CAPTAIN ARTHUR REGINALD WHITE.

cies by joining at the age of twenty the Western Australian Highlanders (W.A.I.R.). He received his commission as Second Lieutenant in 1907, was subsequently promoted to First Lieutenant, and finally transferred to the Intelligence Corps, being gazetted Captain on



*Bartletto.* *Perth.*  
CAPTAIN FRANK MANFORD.

past he made his mark in Rugby football, having played for his county in England.

Captain ROBERT THOMPSON McMASTER, of South Perth, is a native of Victoria, being a son of

October 10, 1910, and at the present time he is senior officer in the Topographical Section. The gentleman under review is a prominent oarsman and upon two occasions already has represented Western Australia in the interstate eight-oar championships. He is a member of the Western Australia Rowing Club and one of the crew which is at present (1911) the champion eight of Western Australia. He is also an enthusiastic member of the Western Australia Bulldog Club.

Lieutenant GEORGE ALFRED MILLS is a son of the late Mr. John Mills, of Parramatta, New South Wales, and was born at Parramatta on March 10, 1848. He was educated at Newington College, New South Wales, and after leaving school entered the Department of Public Instruction, then known as the Council of Education, and was headmaster in various schools in the premier State for over sixteen years. At the expiration of that time he retired from the Service and entered into commercial pursuits with the

firm of Messrs. Mills & Pile, with whom he remained as Manager in Parramatta for six years. Proceed-



Bartlett.

Perth

LIEUTENANT GEORGE ALFRED MILLS.

ing thence to Broken Hill in 1899 he became part-proprietor of *The Bar-*

*rier Miner* daily newspaper. During his residence at Broken Hill, extending over seventeen years, he was for a considerable period senior magistrate of the town and deputy-sheriff, and was also a member of the Licensing Bench, being appointed to the latter office soon after his arrival. Since 1906 he has resided at Perth. Mr. Mills is a Justice of the Peace for New South Wales, Queensland, and South Australia. As far back as 1866 he joined the ranks of the No. 1 Company, Western Battalion (now the 3rd A.I.R.), at Parramatta, being transferred three years later to the Penrith Company. In 1887 he was promoted to the rank of Lieutenant and Quartermaster of the regiment, and at the time of his retirement from the Service concurrently with his departure for Broken Hill he had completed twenty-three years' service. He was subsequently awarded the colonial auxiliary forces long-service medal. He was married in 1869 to a daughter of the late Mr. William Kendall, erstwhile inspector and district officer of police at Penrith, New South Wales, and has a surviving family of three sons and three daughters.

## Trade and Customs.

The Department of Trade and Customs in the Commonwealth of Australia is charged with the administration of all matters relating to trade, Customs, excise, bounties, commerce, fisheries, and quarantine, and it is proposed that, as soon as the necessary legislation is passed, navigation and shipping, lighthouses, lightships, beacons and buoys, and weights and measures shall also come within the sphere of its operations.

The present Federal Minister of Trade and Customs is the Hon. Frank Gwynne Tudor, M.P., and the Permanent Head and Comptroller-General is Nicholas Colston Lockyer, I.S.O., J.P.

The personnel of the Department in Western Australia is as under:—

### FREMANTLE.

State Collector of Customs, Registrar of Shipping, and Receiver of Wrecks—Oswald Septimus Maddocks.  
Inspector—O. T. Orr.  
Chief Clerk—J. J. Broomhall.  
Accountant—R. H. Quick.  
Cashier—M. J. Moody.  
Paying Officer—J. J. Morphett.  
Clerk in Charge of Statistics—J. M. Clifton.  
Examining Officers—E. S. P. Troode, P. E. Peth-

erick, A. T. Patrick, E. W. T. Back, A. H. Martin, F. W. Johnson, and J. Blinco.

Supervisor—T. Blinco.

Boarding Inspector—O. W. Hough.

### EXCISE BRANCH.

Inspectors—P. Aweock and five others.

### PERTH.

Sub-Collector of Customs—A. T. Sherwood.

Examining Officers—H. A. G. Hill, A. E. L. Cowan, and W. A. Clifford.

### OUTPORTS.

Albany: Sub-Collector—J. M. Dickson.

Broome: Sub-Collector—H. W. Huggins.

Bunbury: Sub-Collector—W. H. Lovegrove.

Carnarvon: Sub-Collector—C. P. Johnstone.

Cossack: Sub-Collector—W. F. S. Richards.

Geraldton: Sub-Collector—E. P. Erskine.

Onslow: Sub-Collector—L. C. Timperley.

Port Hedland: Sub-Collector, Walter Moore.

Shark Bay: W. J. Kestel.

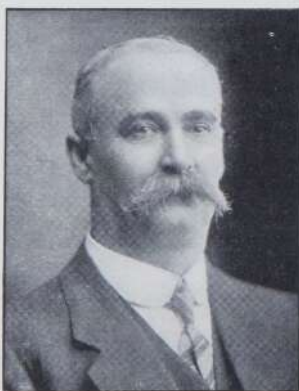
At the following outports the duties of Customs Officer are performed by the Postmaster:—Busselton, Derby, Esperance, and Wyndham.



When Western Australia joined the other States in forming the Commonwealth of Australia the revenue derived through the Customs and excise amounted to nearly £7 per head of the population, an amount more than three times the *per capita* return of any other colony. This fact made the Government hesitate to recommend federation to the people. It was recognized, though but tardily, by the other colonies that to come in on ordinary terms would work an injustice upon the Western State, and consequently a clause (95) was included in the Constitution allowing Western Australia to collect duties upon goods from other parts of Australia for a term of five years, decreasing by 20 per cent. each year. After the term was completed and interstate freetrade fully established the State felt the loss of revenue severely, and the severity was further accentuated when the Braddon clause in the Constitution, under which three-fourths of the Customs revenue had to be returned to the States, expired in 1910. So

serious was the position that all political parties recognized that the case of Western Australia required special treatment. For that reason, and in order to give something approaching justice to the State, the Commonwealth Parliament decided in 1911 to give the State a special grant for ten years, the grant for the first year to be £250,000, and to diminish during each of the ten years by equal sums. This was in addition to the 25s. per head returned to all the States as compensation for the loss of Customs revenue. Though in the aggregate these concessions amount to nearly £600,000 a year, that sum does not by any means represent the amount that the State would have received yearly from the Customs. Though the ultimate, and to a certain extent the present, advantages of federation to Western Australia must be admitted it is doubtful whether they are not more than counterbalanced by the revenue lost through thus showing her loyalty to the Australian ideal.

OSWALD SEPT. MADDOCKS, Collector of Customs for Western Australia, was born at Sydney on December 23, 1860, and attended various schools, concluding his scholastic career at Morvern College, Double Bay. When seventeen years of age he entered the Customs Department, some time after being placed in the gauging department of the permanent service, where he remained for some years. In 1888 he was transferred by the State Government



Bartolotto, Perth.  
MR. OSWALD SEPT. MADDOCKS.

to Broken Hill in the capacity of Sub-Collector of Customs, and continued in the discharge of this office for some fourteen years. Within a

couple of months after the inauguration of the Australian Commonwealth Mr. Maddocks was recalled to Sydney and was attached to the examining officers' division, two years later receiving the appointment of chief boarding inspector, which he filled for a similar period. After a further promotion to the post of Inspector he received instructions to proceed to Western Australia to take over the duties of Acting Collector upon the retirement of Mr. Clayton T. Mason, and upon June 1, 1894, was gazetted to the permanent appointment. With his advent a strict adherence to the regulations was brought into force in the administration of departmental business, and the internal workings of the several branches of the department were closely investigated and revised by the new officer.

The late CLAYTON TURNER MASON, I.S.O., was born at Tarrington, Herefordshire, England, on May 25, 1847. Upon the conclusion of his scholastic career at King Edward's School, Birmingham, he was articled to the late Mr. Thomas Waring, M.I.C.E., practising at Cardiff, South Wales. He went to America in 1870, and extending his travels to Fiji and Australia he received an appointment in the Railway Branch of the Public Works Department of New South Wales and remained in that service until 1877, when he was offered and accepted the appointment of Resident Engineer of the Gerald-

ton and Northampton Railway, the first line built by the Government of Western Australia. Subsequently he was appointed to the position of Resident Engineer of the Eastern Railway for four years. In 1882-3 he acted as Commissioner of Railways and in the year following was provisionally appointed Director of Public Works and Commissioner of Railways, with a seat on the Executive and Legislative Councils. In June, 1885, he received the appointment of General Manager and Maintenance Engineer for the Western Australian Railways and retired from the Legislative and Executive Councils. Later he was, in conjunction with his other duties, again appointed Commissioner of Railways and a member of the Executive Council, and remained as such until the introduction of responsible government in 1891, when in consequence of departmental changes he severed his connection with the Railways Department and was transferred to the important position of Collector of Customs. In 1901 the Customs and Excise Department was taken over by the Federal Government, and in that year Mr. Mason attended a Conference of all the State Collectors and assisted in drafting all the necessary regulations, etc., for the proper working of the department. In 1909 Mr. Mason visited England for the benefit of his health, returning to Australia in 1910, but in consequence of continued ill-health he retired with a pension in March, 1911. Mr. Mason was elected a member of

the Institute of Civil Engineers on April 1, 1884, and received his commission of Justice of the Peace in 1882. At the time of the coronation of King George V. he was made a Companion of the Imperial Service Order (I.S.O.) for long and distinguished services. He was a Master Mason for over thirty-six years, was one of the founders and Worshipful Master of St. George's Lodge, was a member of St. John's Lodge, No. 1, and a P.S.G.W. of the Grand Lodge of Western Australia. He was a prominent rifleman and was invited by the King of Belgium in 1868, when a member of the Queen's Westminster Volunteers, to compete in the great international matches held in that country, and carried off the sixth prize among 6,000 competitors. Mr. Mason, who died on October 4, 1911, married a daughter of the late Captain Daniel Scott, of Fremantle.

with his other duties, writing for the local *Herald* and doing a large amount of work of a descriptive character for the South Australian Press. In 1880 he was offered



Bartletto,

Perth.

MR. ORLANDO THEOPHILUS ORR.

ORLANDO THEOPHILUS ORR, Inspector of Customs, Western Australia, is a son of the late Mr. J. H. M. Orr, of the Victorian Civil Service, and was born near Bristol, England, on May 24, 1852. He pursued his scholastic studies at various schools, being Dux in English of the Scotch College, Melbourne, Victoria, in 1867, when he was presented with the special prize by H.R.H. the Duke of Edinburgh, who was then visiting Australia. Subsequently Mr. Orr took a position as private tutor to the family of the late Mr. Lewis, owner of a gold mine at Whroo, near Rushworth, Victoria. Later he joined a party proceeding to the Island of Ovalau, in the Fiji group, to engage in the occupation of cotton and sugar-growing. At the outset, however, they were met with very adverse conditions, the seasons at that period being most unpropitious. Mr. Orr therefore undertook the duties of supercargo on board a vessel trading among the islands with the object of recruiting labour to work the plantations, and during this period was the subject of experiences sufficiently numerous and interesting to fill a volume. Returning to Australia, while taking a trip round the coast he offered himself to fill a vacancy caused by the death of the principal of a Presbyterian Church School at Naracoorte, and upon being accepted combined literary work

the position of assistant master at All Saints' Grammar School in St. Kilda, under the late Mr. W. H. Goff, then principal of that well-known scholastic institution. After several years in this connection, during which he also acted as private tutor in several of the leading families in St. Kilda, he resigned in order to accept a post offered him in the Civil Service when the late Honourable J. H. Graves was the Commissioner of Customs of Victoria, and entering the office of the Jerquer, was promoted through the various grades of the Service until he was appointed landing-waiter at Melbourne in 1901. At the inauguration of Federation he was sent to Sydney with several other special officers to assist in the administration of the protective tariff, the Sydney Customs Department having experience only of practically free-trade principles. He continued in the service of the department at Sydney until 1904 when he was specially selected by the Reid-McLean Government to act as Secretary on the Royal Commission on the Commonwealth tariff, presided over by the Honourable Sir John Quick. This Commission sat for two years and eight months, travelling from Bundaberg in Queensland to Kalgoorlie in Western Australia, and at its close Mr. Orr was officially con-

gratulated by the Chairman and members of the Commission on the able manner in which he had discharged his duties, and was presented with a substantial bonus by the Federal Executive, and with a handsome piece of plate by the members of the Commission. While on the Commission he received the appointment of Inspector of Customs in Western Australia, and though unable at that time to take up the duties of the position, eventually, in August, 1907, he arrived at Fremantle and began his discharge of the office to which he had been appointed a couple of years before, and which he still occupies. Mr. Orr has always taken a live interest in sport generally, being particularly addicted to yachting, and till recently was Vice-Commodore of the Claremont Yacht Club. He is fond of golf and is a member of the Cottesloe Golf Club. He is also associated with the Masonic fraternity and is a member of the Masonic Club. In 1878 he married a daughter of the late Dr. Gunning, of Naracoorte, South Australia, who died in 1893. His second wife was the widow of the late Mr. W. W. Jeremy, draughtsman, of the Public Works Department, Victoria.

JOHN JAMES BROOMHALL, J.P., chief clerk to the Federal



Bartletto,

Perth.

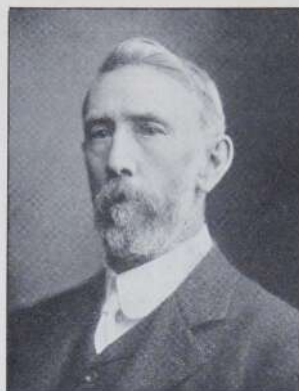
MR. JOHN JAMES BROOMHALL.

Customs Department of Western Australia, was born at Fremantle on May 24, 1861, and is a son of the late Mr. J. G. Broomhall, of Fre-

mantle, whilom superintendent of works in the Imperial Service. At the close of his educational career young Broomhall entered the employ of Messrs. J. & W. Bateman, general merchants, and remained with the firm for eight years, at the end of which time resigning his position in order to assume control of the late Sir George Shenton's business at Fremantle. Two years later he entered into partnership with the elder member of the firm with which he first found employment, and established at Roebourne a general storekeeping business which continued for six years. During this time Mr. Broomhall interested himself in the municipal affairs of the district and received the honour of being elected the first Mayor of Roebourne. In 1892 he left the Nor'-West, and in May of that year was offered and accepted a position as warehousekeeper to the Customs Department at Fremantle, a post he retained for twelve years, at the expiration of that time being appointed to the position he now fills. On several occasions he has acted as Collector of Customs, having a thorough grasp of the essentials necessary to the performance of the duties of that important office. Mr. Broomhall, who was made a Justice of the Peace in 1904, married in 1887 Jessie, daughter of the late Mr. John Bateman, of Fremantle.

**AUBREY THOMAS SHERWOOD**, Sub-Collector of Customs, Perth, is the eldest son of Major Thomas Sherwood, of that city, where the gentleman under review was born on November 11, 1865. He attended various scholastic institutions, principally the High Schools at Perth and Fremantle, and at eighteen years of age entered the Customs House at the latter port as a junior. Since that time he has passed through every grade of the Service and in 1890 was appointed to open the Customs House at the capital from the head office, Fremantle. In January, 1895, he was placed in charge as Sub-Collector of Customs at Perth, which appointment he has held ever since. Mr. Sherwood gives his cordial support to all aquatic sports and makes a special hobby of yachting. His boat, "Lotus," is well known among the river craft, and has won for her owner numerous prizes in connection with the various racing events which command much interest in the yachting season. He was one of the

founders of the Freshwater Bay Yacht Club, for which he acted for some years as Hon. Secretary and Commodore, and latterly as Vice-



*Bartlett,* *Perth.*  
MR. AUBREY THOMAS SHERWOOD.

President. He is also a member of the Claremont Yacht Club. Golf claims a portion of his leisure, and he is often to be seen on the Cottesloe links, of which club he is a member. He is connected with the fraternity of Freemasons and a well-known identity at the Masonic Club. Mr. Sherwood married in 1893 Louisa, daughter of Mr. F. W. Wisdom, of Inverness, Scotland.

**JOHN MAXWELL CLIFTON**, Acting Inspector of Excise Customs, Fremantle, is a son of the late Mr. Leonard W. Clifton, who held the appointment of Collector of Customs for over thirty years at that seaport, where the gentleman under review was born on September 26, 1871. He received his scholastic training at the Fremantle Grammar School under the tuition of the Honourable H. Briggs, M.L.C., and when about eighteen years of age entered the Customs Department in the capacity of assistant tide-waiter. Subsequently he was promoted to the position of landing-waiter, and in 1893, on his own application, was transferred to the statistical department, of which office he ultimately took control. In January, 1911, Mr. Clifton was given the appointment of Acting Inspector of Excise Customs, and has carried out the duties of this office ever since.

Apart from his official life, he makes a hobby of photography, and his work in this line has been classed by artists as bearing favourable comparison with many of the productions from professional studios. He is also an amateur carpenter and takes great delight in the execution of various useful and ornamental pieces of woodcraft. A member of the fraternity of Freemasons, he takes an interest in all matters for the advancement of this body. In 1908 he married Kathleen Swaine, daughter of the late Mr. Henry Hooper, of Adelaide, and has a son and a daughter.

**JOHN MOORE DICKSON**, Sub-Collector of Customs, Albany, is a son of the late Thomas James Dickson, of Gisborne, New Zealand, and was born at Dunluce, in County Antrim, Ireland, in the vicinity of the famous Giant's Causeway, on November 15, 1864. Being taken to New Zealand while quite an infant, he subsequently pursued his scholastic studies at the Gisborne State School and the Gisborne Grammar School, at a later date attending the Canterbury College, Lincoln, New Zealand. He was engaged in agricultural and pastoral pursuits on his own behalf for six years prior to leaving the Dominion for Western



*Greenham & Evans,* *Perth.*  
MR. JOHN MOORE DICKSON.

Australia in 1890, but on arrival in this State turned his attention to prospecting on the Southern Cross goldfields. Shortly after the dis-

covery of the great Coolgardie field Mr. Dickson contracted typhoid fever, and returning to the coast obtained a temporary position on the staff of the Customs Department. In 1893 he was gazetted to a permanency in the department, and a year later was transferred to Esperance in the capacity of landing-waiter, shortly afterwards being appointed landing-surveyor at the same port, holding in addition the posts of Clerk of Local Court and Petty Sessions, Treasury Cashier, and District Land Agent. In May, 1899, he was promoted to the post of sub-collector, and after more than ten years' service at Esperance was granted transfer and promotion to Albany by the Federal Government in 1904. Mr. Dickson's whole time and attention practically is given up to official duties, but he finds leisure for needful recreation in riding, fishing, and shooting. He was the founder and for some time President of the Esper-

ance Rifle Club, and may be said to excel in this form of sport, in his early days in New Zealand, while a member of the East Coast Mounted Hussars, having won a championship which greatly redounded to the honour of his corps. While at school he was, after competitive examination, appointed First Lieutenant of the Gisborne Cadets before attaining the age of sixteen, and he has been well known as a first-class cricketer and footballer. A member of the Masonic craft, he is at present an office-holder in the Plantagenet Lodge, E.C. Mr. Dickson married in 1898 Maud, daughter of the late Thomas Hill, of Parramatta, New South Wales, and has two sons and two daughters.

EDWARD SCOBLE POMEROY TROODE was born at Fremantle in 1864, being educated privately and at

the Fremantle Public School. In 1883 he accepted a position as tide-waiter, in which capacity he continued until the Fremantle wharves were vested in the Customs Department in 1886, when he was appointed to the post of Wharfinger's Assistant. In 1889 he received transfer to Albany and held numerous offices in that important shipping centre until 1898, when he was promoted to be Sub-Collector of Customs in charge at that port. When Albany ceased to be a port of call for the Royal Mail steamers Mr. Troode's services were requisitioned for Fremantle, where subsequent to the retirement of Mr. Goodsir he acted as Landing-surveyor. With the re-organization of the service by the federal authorities in 1904 Mr. Troode was classified as First-class Examining Officer, and has since on various occasions acted as Inspector during the temporary absence of the head of the Department.

## Patents, Trade Marks, and Copyright.

### PATENTS.

Since the inauguration of the Commonwealth the granting of patents has been vested in the Federal Government, though it was not until June, 1904, that the Act governing the matter came into force. There is a Commissioner of Patents and Registrar of Trade Marks and Copyright at the seat of Government, but the records for each State are kept at the Customs Department, where all information upon questions dealing with patents, etc., is obtainable. So far as Western Australia is concerned this is the procedure adopted, but owing to the fact that the patent files at the Public Library are the only ones in the State approaching completeness, they are considerably used for purposes of research.

Application for a patent may be made by—(a) The actual inventor; or (b) his assignee, agent, attorney, or nominee; or (c) the actual inventor or his nominee jointly with the assignee of a part interest in the invention; or (d) the legal representative of a deceased actual inventor or of his assignee; or (e) any person to whom the invention has been communicated by the actual inventor, his legal representative or assignee (if the actual inventor, his legal representative or assignee, is not resident in the Commonwealth).

An application for a patent must be for one invention only, and must be made in the form prescribed and must be lodged by being left at or sent by post to the Patent Office in the prescribed manner, and must be accompanied by either a provisional specification or

a complete specification, together with the prescribed fee, £1. The application must contain a declaration in the form prescribed setting out the facts relied on to support the application, and must be signed by the applicant and attested by a witness.

The term limited in every patent for the duration thereof is fourteen years from its date. But every patent shall cease if the patentee fails to pay the renewal fee within the prescribed time—seven years from date of application. If in any case by accident, mistake, or inadvertence a patentee fails to pay the renewal fee within such prescribed time, he may apply to the Commissioner for an enlargement of the time for making that payment.

The Commissioner, if satisfied that the failure has arisen from any of the above-mentioned causes, and on receipt of the prescribed fee for enlargement, shall enlarge the time accordingly, subject to the following conditions:—(1) The time for making any payment shall not in any case be enlarged for more than one year; (2) if any proceeding is taken in respect of an infringement of the patent committed after a failure to make any payment within the prescribed time, and before the enlargement thereof, the court before which the proceeding is taken may, if it thinks fit, refuse to award or give any damages in respect of the infringement.

### TRADE MARKS.

A registrable trade mark must consist of essential particulars with or without additional matter. The essential particulars must be one or more of the follow-

ing:—(a) A name or trading style of a person printed, impressed, or woven in some particular and distinctive manner; or (b) a written signature or copy of a written signature of the person applying for registration thereof or some predecessor in his business; or (c) a distinctive device, mark, brand, heading, label, or ticket; or (d) an invented word or invented words; or (e) a word or words having no reference to the character or quality of the goods, and not being a geographical name used or likely to be understood in a geographical sense. The additional matter which may be added to the essential particulars of a registrable trade mark shall be:—(a) Any letters, words, or figures; or (b) any combination of letters, words, or figures, or of any of them.

#### COPYRIGHTS.

Copyright subsists in every book, whether the author is a British subject or not, which has been printed from type, set up in Australia, or plates made therefrom, or from plates or negatives made in Australia, in cases where type is not necessarily used, and has, after the commencement of the Copyright Act, 1905, been published in Australia, before or simultaneously with its first publication elsewhere.

Performing right subsists in every dramatic or musical work, whether the author is a British subject or not, which has, after the commencement of the Copyright Act, 1905, been performed in public in Australia, before or simultaneously with its first performance in public elsewhere.

Lecturing right subsists in every lecture, whether the author is a British subject or not, which has, after the commencement of the Copyright Act, 1905, been

delivered in public in Australia, before or simultaneously with its first delivery in public elsewhere.

Copyright subsists in every artistic work, whether the author is a British subject or not, which is made in Australia after the commencement of the Copyright Act, 1905.

The copyright in a book, the performing right in a dramatic or musical work, the lecturing right in a lecture, or the copyright in an artistic work, begins with the first publication of the book, performance of the dramatic or musical work, delivery in public of the lecture, or the making of the artistic work in Australia, and subsists for the term of forty-two years, or for the author's life and seven years, whichever is the longer.

The owner of any copyright, performing right, or lecturing right, under the Copyright Act, 1905, may obtain registration of his right by lodging at or sending to the Copyright Office an application in the prescribed form, and accompanied by the prescribed fee.

Every person applying for the registration of the copyright in any book shall deliver to the Registrar two copies of the whole book, with all maps and illustrations belonging thereto, finished and coloured in the same manner as the best copies of the book are published and bound, sewed, or stitched together, and on the best paper on which the book is printed. One copy of each book so delivered to the Registrar shall be forwarded by him to the librarian of the Parliament.

Every person applying for the registration of the copyright in any work of art shall deliver to the Registrar one copy of the work of art or a photograph of it.



## State Government Departments.

Under the Constitution Act, 1889, provision was made for five salaried responsible Ministers, and the titles of those chosen were Colonial Treasurer, Colonial Secretary, Attorney-General, Commissioner of Crown Lands, and Commissioner of Railways and Director of Public Works. The original departments under the new regime were, therefore, the Treasury, Colonial Secretary's Department, Crown Law Department, Lands Department, and Public Works and Railways Department. This arrangement held good until the end of 1894, when it became apparent that, owing to the gold discoveries and the consequent growth of a great mining industry, a separate department for the control of mining was necessary. It was also felt that the great influx of population demanded the establishment of a more modern educational system. These two spheres of administrative action, therefore, which had previously ranked as subdivisions of other departments, were separated into distinct departments, and by a rearrangement of Ministerial Offices the Colonial Secretaryship was combined with the position of Colonial Treasurer, and a new responsible post—Minister of Mines and Education—was created. This change made it possible to cope with the work of administration for a while longer; but when the amendment to the Constitution

was under consideration in 1896 the Government deemed it wise to increase the number of salaried Ministers to six, as the enormous expansion in every phase of Government activity had increased the work to such an extent that the task of properly controlling it was beyond the power of the number of Ministers allowed by the original Constitution. Consequently since 1896 there have been six Ministers of State. From time to time alterations in their designations have been made by the Governor-in-Council to meet the exigencies of the period, and it has also become the practice to appoint as Honorary Ministers gentlemen of leisure sufficient to allow them to assist their responsible confrères. When responsible government was inaugurated the Premier (Sir John Forrest) reserved the Treasurership as his Cabinet office, and that combination, owing probably to the fact that Sir John Forrest held it for over ten years, seems to be the usual one in Western Australian politics, though Sir Walter James was Premier and Attorney-General, and Sir Newton Moore for a time combined the Leadership of the Government with the position of Minister for Lands and Agriculture.

The present distribution of State departments and branches is, according to the Estimates for 1911-12, as under:—

### PREMIER'S OFFICE.

This office—really a department—though an anomaly under the Constitution and in a measure peculiar to Western Australia, is, nevertheless, one of the busiest and most important sections of the Public Service. The abnormal conditions existing in the colony during the last decade of the nineteenth century and the dominating influence in political affairs of the then Premier, Sir John Forrest, contributed to make the Premier's office the centre and focus of all administrative work and the depository of confidential matter

relating to the administration. The procedure adopted by Sir John was found by successive Leaders of the Government to be so convenient that it has practically grown into a system the justification for which is its very great usefulness. All matters requiring the attention of the Premier as head of the Government, as well as those matters which do not specifically relate to any particular State department, pass through this office, which also fulfils in a measure the functions of a distributing medium for correspondence and requests.

ALFRED COLENZO KESSELL, F.R.G.S., J.P., Secretary to the Honourable the Premier, has held that confidential office since 1903 in the successive Administrations of Sir Walter James, K.C., Kt.; Honourable H. Daglish (now a member of the Arbitration Court); Sir Cornthwaite Rason, Kt.; Honourable Sir Newton Moore, K.C.M.G.; the Honourable Frank Wilson, C.M.G.; and

is now occupying a similar post under the second Labour Administration of which the Honourable John Scaddan, M.L.A., is the head. Mr. Kessell, who was born and educated at Adelaide, South Australia, commenced his commercial career in the offices of the *South Australian Advertiser*, and at a later date became a teacher in the Adelaide Shorthand Institute. Subsequently

he established a successful Commercial and Shorthand Institute in Ballarat, Victoria, and has passed a number of examinations in Adelaide, London, and New York. He remained in Ballarat for six years, when having an intense inclination to widen his knowledge and experience, and thereby his future usefulness, by means of travel Mr. Kessell undertook a tour of the world as a

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Press correspondent (from 1894 to 1896), in the course of which he met with some exciting and most interesting adventures on land and sea. Among other events he was arrested at Jenin, Palestine, by the Turkish authorities on suspicion of being a spy, and had to appear before two Provincial Governors and the British Consul at Haifa (Mount Carmel) before demanding his release as a British subject. In addition he had a very narrow escape from shipwreck among the icebergs off the coast of Newfoundland, no great distance from the spot where the "Titanic" foundered. In the course of his journeyings on this trip Mr. Kessell had the pleasure of interviewing a number of world celebrities, among whom were Arabi Pashii, "Mark Twain," Henry M. Stanley, and General Booth. Early in 1896 he was recalled to South Australia from Canada on account of family bereavements, and subsequently decided to settle in Western Australia. After spending six years in secretarial work on the goldfields Mr. Kessell came to Perth, having been appointed confidential short-

hand writer to the Commissioner of Railways (Mr. W. J. George). From that post he was promoted to



Bortletto, Perth.  
MR. ALFRED COLENZO KESSELL.

the office which he at present holds. When the Premier (Sir Newton Moore) decided to visit England in

1910 in connection with the immigration policy of the Government and to look into the question of reorganizing the London Agency, Mr. Kessell was selected to accompany him in the position of Confidential Secretary. He has also attended in the same capacity every conference of State Premiers held since 1904. He was unanimously elected as the first President of the Western Australian Shorthand-writers' Association owing to the keen interest he has shown in educational and commercial matters. Mr. Kessell has always manifested a deep interest in political, social, and municipal affairs—an interest which has proved invaluable to him in his present position. He is a Fellow of the Royal Geographical Society (London), a Fellow of the Institute of Commerce (London), a Fellow of the National Shorthand Association (Incorporated) of London, and a Justice of the Peace. Mr. Kessell was married in 1899 to Emily, daughter of Mr. H. J. Summerscales, one of the leading merchants of Ballarat, Victoria, and has three children—two boys and a girl.

### PUBLIC SERVICE COMMISSIONER.

While Western Australia remained a Crown colony all appointments to official positions were in the gift of the Home Government or of the representative of that Government in the colony. After the introduction of responsible government this patronage was transferred to the Ministers; but when the colony began to expand, and public servants were numbered by thousands instead of hundreds, it became apparent that some change was necessary, as well in the interests of members of the Government as for the efficiency, welfare, and economic administration of the Public Service.

It was not until 1904, however, that anything in the nature of a Public Service Act of a comprehensive character was agreed to by Parliament. In that year the Public Service Act, which still controls the Public Service of the State, was passed, but it did not come into operation until May of the following year. Under it the control of the Service was vested in a Public Service Commissioner, to whom was also committed the duty of preparing a classification of all positions and of fixing the salaries proportionate to the work performed.

The first Commissioner appointed under the Act was Mr. Martin Edward Jull, the term of his appointment being in the first instance for seven years. Before that period had elapsed Mr. Jull was reappointed, and therefore still holds the position. His first work was to pre-

pare regulations for the internal management of the Service. These did not at first meet with any great approval, but with slight amendments they have since been accepted as fair and reasonable. The task of classifying the officers and their positions, which was next undertaken, was a much more difficult one. Recognizing that fact, the Act gave power to the Government to appoint if necessary two Assistant Commissioners to help Mr. Jull; but that officer, probably studying economy, decided to undertake the work without assistance. The result was a classification which was received with almost unanimous disapproval, and appeals were as "thick as leaves in Vallombrosa." Due consideration was given to these by an Appeal Board constituted under the Act, but the outcome was far from satisfactory from the point of view of the Service.

Ultimately the Government agreed to appoint Mr. W. W. Alcock and Mr. H. S. King, the Under-Secretary for Mines, to assist Mr. Jull in preparing a reclassification. The result of their labours was published early in the present year and has recently been adopted by the Government. While not perhaps in every case satisfactory to the individual, the classification has certainly met with the approval of the Service generally. At present Mr. Alcock is acting as Public Service Commissioner during the absence on leave of Mr. Jull.

MARTIN EDWARD JULL, the first Public Service Commissioner for the State of Western Australia, was born at Horsham, Sussex, England, on January 18, 1862, his father being a chemist in that town. He received his education at the Brighton Grammar School, and at the age of seventeen was articled to the firm of Messrs. T. G. Wharton and Co., surveyors and assessors, of Wallbrook, London, afterwards joining Messrs. Weatherall, Green, and Co., of Chancery Lane, with whom he remained until reaching his twenty-fourth year. During the time he spent with this latter firm he undertook an extensive tour round the world, partly for pleasure, but mainly for the purpose of seeking experience. After leaving New Zealand on this trip he proceeded, in company with a party of friends, to the South Seas, and together they visited many unfrequented places before returning to London. Leaving England in 1886 to settle in Australia Mr. Jull decided to remain in Perth, and the first position held by him in this State was on the staff of *The Daily News*, a post he relinquished to become a draughtsman in the Public Works Department of the Colonial Government. The opportunities which the land boom in Victoria seemed to offer induced Mr. Jull, in company with many others, to try his fortunes in that State. Proceeding there at the end of 1887, he spent about three years which from a financial point of view were far from successful, and returned to Perth in 1891 a poorer if not a wiser man. Upon the establishment of responsible government in that year he accepted the post of Chief Clerk to the Department of Railways and Works, and continued to hold that office until the one Department was divided into two, and he became Under-Secretary for Works. During his occupancy of that office he was intimately connected with the working of the Railways, the construction of the Fremantle Harbour, and of the Goldfields Water Scheme, and had charge of the arrangements at the opening ceremony of the Harbour Works

when Lady Robinson, the wife of the then Governor, tipped the first load of stones into the sea. When the Roads administration was transferred from the Lands to the Public Works Department Mr. Jull was entrusted with the drafting of a new Roads Boards Act, a measure which resulted in greatly popularizing and extending local government. During his term of office the first Public Works Act embodying the conditions under which works undertaken by the State should be constructed became law. The great expansion in every department of State work owing to the gold discoveries occurred during the time Mr. Jull controlled the administrative side of the Works Department, and the wisdom and judgment exercised by him



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Perth.

MR. MARTIN EDWARD JULL.

and the late Mr. C. Y. O'Connor, C.M.G., the Engineer-in-Chief, between whom there existed both an official and a personal friendship, are evidenced by the forward condition of public works and useful services throughout the State. The staff of the Department, which numbered thirty when he took charge, was increased by successive reorganizations to 650, and at that time in one year

alone the Public Works expenditure rose to an amount equal to the present (1910-11) total annual expenditure of the whole of the State Departments. Many interesting phases of life passed under his view during these strenuous times, and when opportunity offers Mr. Jull can tell many anecdotes of the early dates of the gold rush to Coolgardie and elsewhere. In 1905, upon the passing of the Public Service Act, he was appointed to the important position of Public Service Commissioner, which he still continues to hold. His principal work has been the classification of the whole of the Service, thus bringing it into line with the Services of the Eastern States and forming a model of which Western Australia has every reason to be proud. Not the least part of his duty has been the framing of a complete set of regulations, nothing of the kind having previously been in existence. For many years he has taken an active interest in Church matters and for some time past has been a member of the Diocesan Council of the Anglican Church, and has been interested in the Y.M.C.A. movement since its reintroduction into the State, having been Chairman of the Building Committee for the new premises erected in 1909. A keen horticulturist, he cultivated a vineyard and orchard at Armadale, and introduced to this State the fine varieties of wine grapes known as "Carbinet-Souvignon," "Malbeck," etc. Not being able to find the necessary time to devote to it, he some few years ago disposed of the property to the late Sir Arthur Stepney, Bart. In the old days he was a most active member of the Upper Swan Horticultural Society and read several papers before that old pioneer Society. In sporting affairs we also at one time find Mr. Jull taking a prominent place, being a foundation member of the Western Australian Cricket Association and a strong supporter of all forms of boating and sailing. He was married in 1889 to Miss Roberta Stewart, M.B., the first lady doctor in Western Australia, and has one daughter.

#### AUDIT OFFICE.

Like the Public Service Commissioner, the Auditor-General is directly responsible to Parliament, and though nominally an adjunct of the Treasury, the office is one which ought to be treated as a separate department.

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The financial transactions of the State as a business concern are necessarily both large and complicated, as the yearly statement of accounts amply testifies. The Government is the largest employer of labour in the



State, has an immense carrying trade, runs manufactories, sells water, controls mining plant, is a licensed victualler, a tourist agent, and in many other ways performs services that in older countries are usually left to private concerns. It is obvious, therefore, that its book-keeping must be both voluminous and elaborate. While each department keeps its own accounts a general supervision is necessary, both to minimize the risk of error and detect irregularities which, even without criminal intent, must necessarily occur in human affairs. This work is performed by the Audit Office, which also aims at securing economic administration and, where possible, uniformity of method. It is therefore evident that the office is not only a necessary part of the

machinery of government, but that it occupies a most responsible position in State affairs. Its operations are conducted under the authority of the Audit Act, 1904, which superseded the earlier Acts of 1881 and 1891 respectively. The present Auditor-General, who was appointed when the Act of 1904 came into force, is Charles S. Toppin, and the Chief Inspector is A. T. M. Gordon. The annual reports of the Auditor-General, while not always pleasant reading either to the Government or the departments, contain a comprehensive survey of the financial transactions of the year, and show that no effort is spared in the interests of the people to stop leakages and secure legal and economic expenditure of the various funds.

**CHARLES SAMUEL TOPPIN** son of the Rev. Canon Toppin, Rector of Tramore, County Waterford, Ireland, was born at Donohill in October, 1866, and received his education at the Diocesan School. At sixteen years of age he went to London and entered the firm of Christy's, hat manufacturers, with whom he held a clerical position for about five years. In 1887, having received an appointment with the newly-formed Western Australian Land Company, which had received a grant of three million acres from the Government for the construction of a railway from Albany to Beverley, he left for the Western State. Four years later he was appointed accountant of the Company, a position he held until 1897, when upon the purchase by the



*Bartlettto,* Perth.

MR. CHARLES SAMUEL TOPPIN.

Government of the Company's concession and the taking over of the Great Southern Railway he came to

Perth and served in the head office of the Government Railways Department in the capacity of sub-accountant until July 1, 1900. He was then promoted to the position of assistant accountant, and became acting chief accountant in July, 1903. Under his supervision and direction the system of railway accounts was completely and satisfactorily reorganized, and it may be said that on matters of accountancy and finance he has always been recognized as an authority. After seven years Mr. Toppin severed his connection with the railways, and on February 1, 1904, took up the dual position of Auditor-General for the State and Deputy Auditor-General for the Commonwealth, the latter duties terminating in 1906 on the establishment of local staffs throughout all the States. Other appointments held by Mr. Toppin under Government were those of Co-Trustee, with the President of the Legislative Council and Speaker of the Legislative Assembly, of the Local Inscribed Stock Sinking Fund from February, 1904, to July, 1906, when the management was transferred to London; and Royal Commissioner in connection with the Illingworth inquiry in December, 1907. Unofficially Mr. Toppin for many years has been associated with the Institute of Accountants and Auditors of Western Australia, of which Society he is Vice-President. His chief relaxations are tennis, amateur gardening, and fishing. He was married in 1903 to Evelyn, widow of Mr. John Donaldson, M.L.A., Minister for Education, Queensland.

**ARTHUR TREACY MERRIFIELD GORDON**, Chief Inspector of Accounts, Audit Department,

Perth, was born on April 12, 1873, at Geelong, Victoria, and was edu-



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*Perth.*

MR. ARTHUR T. M. GORDON.

ated in South Australia, to which State his parents had removed during his early boyhood. After leaving school he entered a solicitor's office in Adelaide, and in 1887 went to Albany, Western Australia, and was employed there for a few months in the Post and Telegraph Department. Returning to Adelaide he was engaged in the accountant's branch of the firm of Messrs. G. P. Harris, Scarfe, & Co., and later with Messrs. F. H. Faulding & Co., wholesale chemists. His next sphere of labour was Melbourne, where he received an appointment in the George & George Emporium, Collins Street, afterwards being employed for three and a half years in the warehouse of Messrs. Sargood, Butler, Nicol, & Ewen. In 1892 he

joined the firm of Messrs. Boan Brothers at their headquarters in Broken Hill, New South Wales, and two years later came to Perth, where he became attached to the Public Service of Western Australia as a

junior in the Audit Department. In this branch he steadily rose until in September, 1906, he was appointed to his present position. He acted as Assistant Secretary in 1900 and 1907 to the Freemasons' Club at

Perth, and was acting for the Grand Secretary in 1900 and 1907 to the Freemasons' Grand Lodge of Western Australia, and is an Associate of the Society of Accountants and Auditors of Western Australia.

## The Treasury.

As a department the Treasury is charged with the control of the finances of the State, including the management of the Public Debt and the raising of loans. The preparation of the annual Estimates of Revenue and Expenditure and of the financial returns required in connection therewith are also part of its work, while it supervises in addition the following sub-departments and branches:—Compassionate Allowances, Government Savings Bank, Government Stores, Indenting Office, Literary and Scientific Grants, Lithographic Office, Government Printing Office, Taxation, Refunds, and Miscellaneous Services. The London Agency, Audit Office, and Public Service Commissioner are also nominally subordinate to the Treasury, but as they are legally independent of any department it is obviously more correct to treat them separately. The present Agent-General for Western Australia in London is Sir Newton James Moore, K.C.M.G., who for several years was Premier of the State, and in that capacity inaugurated the policy of land settlement that has been so extensively carried out during recent years. The Secretary to the Agent-General's Office is Mr. Reginald Hare.

The importance of the Treasury as a branch of the Public Service is readily seen from the foregoing statement. The magnitude of its functions may be in some measure indicated by a study of the financial statement

for the year ended June 30, 1912. From that it appears that the revenue was £3,966,673, of which amount railways contributed £1,896,579, taxation and duties £305,743, land £356,690, goldfields water supply £141,421, harbour dues £140,131, and Commonwealth contribution and interest on transferred properties £638,527, the remainder being made up of miscellaneous receipts. The expenditure for the same period totalled £4,101,182, thus exceeding the revenue by £134,409, due mainly to increases in salaries and wages and to the partial failure of the harvest.

The following table shows the succession of Colonial Treasurers since the establishment of responsible government:—

Colonial Treasurer.	From	To
Sir John Forrest	Dec. 29, 1890	Feb. 15, 1901
George Throssell	Feb. 15, 1901	May 27, 1901
Frederick Hingworth	May 27, 1901	Nov. 21, 1901
Albert Edward Morgans	Nov. 21, 1901	Dec. 23, 1901
Frederick Hingworth	Dec. 23, 1901	June 24, 1902
James Gardiner	June 24, 1902	May 20, 1904
Sir Cornthwaite Hector Bason	May 20, 1904	Aug. 10, 1904
Henry Daglish	August 10, 1904	Aug. 25, 1905
Sir Cornthwaite Hector Bason	August 25, 1905	May 7, 1906
Frank Wilson	May 7, 1906	June 30, 1909
Sir Newton James Moore	June 30, 1909	Sept. 16, 1910
Frank Wilson	Sept. 16, 1910	October 7, 1911
John Scaddan	October 7, 1911	Still in Office

## GOVERNMENT SAVINGS BANK.

The earliest legislation relating to Savings Banks in this State was an Ordinance (18 Vict., No. 3) passed on April 12, 1855, "to provide for the encouragement, safe custody, and increase of small savings in Western Australia." This measure was, however, very short-lived, and remained in force but little more than a year, being repealed by an Ordinance passed on June 9, 1856, which stated that the provisions of the previous Ordinance were "found to be inapplicable to existing circumstances," and that in consequence the whole of that Ordinance was repealed, "save and except so far as the same relates to the repayment of any moneys deposited and still being in the hands of the Colonial Treasurer, together with interest thereon."

Seven years after this the attempt to encourage

small savings was again made by the Legislature, when "The Post Office Savings Bank Ordinance" (27 Vict., No. 5) was passed on July 1, 1863. Under this Ordinance the Post Office Savings Bank was established, and provision was made that interest at the rate of 3 $\frac{1}{4}$  per cent. per annum should be paid on deposits, such interest to be computed on the minimum monthly balance of each account, exclusive of fractions of a pound, and to be added to the depositors' accounts on December 31 in each year. No mention was made of the maximum amount to be allowed on deposit; but in the following year, on July 11, 1864, an amending Ordinance (28 Vict., No. 1) was passed, which provided, amongst other things, that no depositor should be allowed to increase the amount standing to his credit with the Bank by more

than £30 in any one year, nor to more than £150 in all, and also that whenever, by the annual addition of interest, the sum standing in the name of any depositor should amount to £200 in all, no further interest would be allowed so long as the total remained as high as £200.

Additional amending enactments were passed in 1865 and in 1874, both of which related to the manner of investing the funds of the Bank.

These four measures were repealed by "The Post Office Savings Bank Consolidation Act, 1893" (57 Vict., No. 3), which consolidated and amended the law on the subject, and which was itself amended by Acts passed in 1895, in 1896, and in 1902.

The rate of interest payable to depositors which, in the Act of 1863 and also in that of 1893, is laid down at  $3\frac{1}{2}$  per cent., remained at that figure until 1896, when the Colonial Treasurer, in accordance with power given him by the Amending Act of 1895, notified through the *Government Gazette* that on and after July 1, 1896, the rate of interest would be 3 per cent. This rate continued in force until June 30, 1904, when it was raised to  $3\frac{1}{2}$  per cent.; it was, however, on December 31, 1904, again reduced to 3 per cent. Interest is still computed on the minimum monthly balance exclusive of fractions of a pound, and is added to deposits annually on June 30, but in the event of any account exceeding £1,000 no interest is allowed on such excess.

On March 1, 1901, the Postal Departments of the several States were taken over by the Commonwealth Government, and in anticipation of this the Savings Bank Amending Act of 1900 was passed by the Western Australian Legislature to make such alterations in the principal Act of 1893 as would be rendered necessary by the transfer, the Colonial Treasurer being authorized therein to make, with the approval of the Governor, arrangements "with the postal authorities of the Commonwealth, that the officers of the Post Office shall perform, on such terms as shall be agreed upon, all or any part of the duties which have hitherto been performed by such officers in connection with the Post Office Savings Bank."

Such arrangements having been duly made, the business of the agencies of the Bank is now carried on much as it was before the Commonwealth assumed control of the Postal Department. The head office of the Bank, however, which is situated in Perth, is quite distinct from the Postal Department, as are also the agencies at Boulder, Coolgardie, Fremantle, Geraldton, and Kalgoorlie, all the officers being members of the State Public Service. All the accounts are kept at the head office, the branch business merely consisting in the transmission to the head office of money deposited and the payment of withdrawals on the receipt from the head office of the necessary funds. The privilege of withdrawing by telegraph has been extended to all the branches throughout the State.

Although no change has yet been made it is quite clear that the passing of the Federal Bank Act will materially affect the position of the existing State Savings Bank, unless a working agreement either on the lines suggested by the Federal Treasurer or on other lines agreeable to both Commonwealth and State can be arrived at. The Federal Government will naturally use the Post Offices in outlying districts for the transaction of its own banking business, thus displacing the State system. The various difficulties in the way of joint action have been subjects of discussion for some months past. No actual working basis has yet been fixed, but there seems to be a tendency on the part of the State Government in Western Australia, at any rate, to fall in with the federal view.

The position of the Savings Bank at the close of the financial year 1910-11 may be fairly gauged from the following extracts from the Annual Report of the Manager (Mr. Carl Leschen):—

"The total number of depositors has grown from 84,262 to 97,147, whilst their combined savings have risen from £3,481,764 8s. 3d. to £4,092,504 8s. 9d., being an increase of £610,740 0s. 6d., of which accumulation no less a sum than £8,718 17s. belongs to the pupils and was collected by their teachers in the schools of the State; £3,701 2s. 1d. still remains in the unclaimed fund. Everything possible is being done to popularize the Bank and extend its facilities to all, but I regret that circumstances over which the Bank has no control have made it impossible to establish during the year agencies in a number of localities where they would be both used and appreciated.

"The deposits for the year aggregated £3,177,106 10s. 6d., as compared with £2,404,368 4s. 9d. for the previous year. The interest added to depositors' balances, calculated at 3 per cent., aggregated £104,982 0s. 1d., as against £90,472 6s. 3d. The withdrawals totalled £2,671,348 10s. 1d., as against £2,072,813 17s. 11d.

"The Schools' Penny Savings Bank Department is making satisfactory headway. Thirty-four additional schools have agencies established, their number now totalling 172. The total number of deposits received increased from 61,176 to 91,726, representing a sum of £6,779 0s. 9d., averaging 1s. 5 $\frac{1}{2}$ d. per deposit, as against £4,404 5s. 9d. for an average of 1s. 5d.; whilst the number of withdrawals advanced from 2,173 to 3,332 for £3,634 5s. 9d., averaging £1 1s. 9 $\frac{1}{2}$ d. per withdrawal, as against £2,066 17s. for an average of 19s. for the previous year. Interest at 3 per cent. added to the children's balances aggregated £123 19s. 7d., as against £68 4s. The accumulated funds saved by the 9,578 children has now grown from £5,450 2s. 9d. to £8,718 17s., the average per depositor having increased from 16s. 1d. to 18s. 2 $\frac{1}{2}$ d. Two thousand five hundred and six children have balances of £1 and over."

### GOVERNMENT PRINTING OFFICE.

In the early days of the existence of the Swan River Settlement the official printing was carried out by Mr. Charles Macfaull, whose newspaper, *The Perth Gazette*, fulfilled the functions of a *Government Gazette* for the time being. During the thirties it was decided to issue a *Western Australian Government Gazette* as an official publication, the actual printing remaining under the control of Mr. Macfaull. After the introduction of convicts the printing was carried on as part of the establishment for a number of years, but in 1870 a Government Printing Office was established and Mr. Richard Pether appointed Government Printer. Mr. Pether occupied the position until 1901, when he retired on a well-earned pension, after having successfully administered his department during the abnormal expansion that took place after 1890. His successor, Mr. W. A. Watson, remained in office for only four years, resigning in 1905, when Mr. A. Curtis was temporarily appointed as Acting-Government Printer. Convinced that the establishment was not carrying out its functions with that attention to economy and efficiency so necessary in a business concern the Government instructed the Public Service Commissioner to report upon the matter and make such recommendations as he thought necessary. As a result applications were called for the position of Government Printer, and ultimately (in 1906) Mr. Frederick W. Simpson, the present occupant of the office, was appointed. Mr. Simpson, who is a thoroughly prac-

tical man, has inaugurated several important changes in the operation and management of his department, among which have been the introduction of more up-to-date machinery and the reorganization of the working of the department generally. By these means greater economy has been secured and at the same time efficiency has been increased.

It may be observed that the work of the department is not limited to the printing of Parliamentary papers and *The Government Gazette*. Practically all the official stationery of the various Government departments issues from the Government Printing Office, and it is responsible for the publication of the scientific and professional papers prepared by the Government Geologist and other officers. That it is capable of very high-class letterpress printing there is ample evidence, the "Handbook of Western Australia" issued during this year being only one instance of the fact.

The estimated cost of the office for salaries, wages, etc., for 1911-12 was £20,158, while £12,000 was set aside for machinery, stationery, and printing paper, making a total annual expenditure upon printing of £32,158. In return for this it was estimated that a revenue of £40,664, based upon actual cost of performing the work, would be received from various departments of the Public Service. These figures give some idea of the magnitude of the operations of the Government Printing establishment.

### LITHOGRAPHIC OFFICE.

This office is a natural corollary to a Government Printing Office. Where the one carries out all printing required by the Government and the Public Service, the other issues copies of all maps and plans prepared by the Lands, Mines, Public Works, and other departments for the information and guidance of the public generally. The first lithographer in the colony was Major Hillman, assistant to the original Surveyor-General (Captain J. S. Roe), and the work was performed as part of the duties of the Survey Office. After the introduction of the convicts in 1850 and the erection of the Fremantle Prison provision was made for the lithographic work, in com-

mon with the Government printing, to be done by the convicts as part of their labour. After the convict establishment was disbanded and the colony began to expand each department requiring lithographs set up its own plant. This arrangement continued until 1900, when in the interests of efficiency as well as economy the whole were amalgamated as the Government Lithographic Office, under the administration of the Treasury, the present head of the office, Mr. Harry J. Pether, being placed in charge. The improved results obtained since that time are evidence of the success of the alteration then made.

### GOVERNMENT STORES.

The present organization of this branch of the Treasury is one of those systems in favour of economy and efficiency that have been the direct outcome of the appointment of the Public Service Commissioner. In his first report issued in July, 1906, Mr. Jull pointed out the multiplicity of Stores organizations. In addition to the General Stores at North Fremantle there were

officers dealing with stores in connection with the Tender Board, Treasury, Colonial Secretary's Department, Education Department, Lands, Mines, and Public Works. He was of opinion that the whole matter required investigation with a view to more systematic administration. While he considered it unlikely that all the different organizations could with convenience

be merged into one, he advocated the abolition of the General Store at North Fremantle, the establishment of a Central Store in Perth, the amalgamation if possible of various branches, and the appointment of one official to control the whole if such could be done without loss of efficiency.

As a result of the Commissioner's representations a Stores Inquiry Board was appointed by the Government, and subsequently Mr. G. W. Simpson was made Stores Manager. Under his administration the whole system

has been reorganized. In the matter of purchasing stores and requisites Mr. Simpson acts under the advice and with the assistance of a strong Tender Board appointed by the Government and consisting, in addition to himself, of the Engineer-in-Chief and the Inspector-General of Schools. The Stores Branch also acts as shipping agent to the Government, taking charge of the despatch and receipt of all official material, and thus saving large sums which would otherwise have to be paid to private clearing agents.

### TAXATION DEPARTMENT.

This department which was instituted only some four years ago, when the Acts imposing land and income taxes were passed, is charged with the collection, in addition to those taxes, of the dividend duties and totalizer tax. Existing as it does to secure the direct payment of actual cash into the Treasury, thereby affecting the population in the most sensitive part of its anatomy—its pocket—the department can scarcely be said to be popular. It must be admitted, however, that the unpopularity does not extend to the officers of the department, all of whom are eager to make the path of payment pleasant—to those who do not try to avoid paying.

The schedules are not unnecessarily inquisitorial, and every assistance possible is given to those who have difficulty in making up their returns, while vigilant care is exercised to correct that tendency inherent in human nature to evade the payment of financial obligations or to reduce their amount. The smooth and successful working of an office so easily capable of being made distasteful is due to the tact and judgment of the Commissioner of Taxes, Mr. E. T. Owen, who has held the position since the establishment of the department.

Though subject like the other States to land and income taxes, Western Australia may congratulate itself upon the fact that the rates of taxation are on a lower scale than anywhere else in Australia. The land tax is at the rate of one penny in the £ on the unimproved value of land which is not improved within the meaning of the Land and Income Tax Assessment Act 1907, and one half-penny in the £ where the land is so improved. The income tax is at the rate of 4d. in the £ on all incomes with a general exemption of £200.

#### LAND TAX.

Land tax is payable on all land owned on December 31, unless it is exempted by the Act from taxation. If the land held by any person does not amount altogether to £50 in unimproved value, such person is exempt from land tax, and lands outside a municipality which are used solely or principally for agricultural or pastoral purposes—that is, country lands which are used as farms, orchards, sheep, and cattle stations—and which are im-

proved within the meaning of the Act, are entitled to an exemption of £250; that is to say, the first £250 of unimproved value of such land is free from taxation. It may be explained that country lands are deemed to be improved within the meaning of the Act if the improvements thereon equal in value £1 per acre, or one-third of the unimproved value of the land. Town lands are deemed to be improved if the improvements are equal to one-third of the unimproved value of the land.

In order to encourage new settlers to take up and cultivate land, a special provision has been inserted in the Act exempting them from taxation during the first five years from the date on which the land is granted to them by the Lands Department. This concession is withheld only in cases where the settler owns more than 1,000 acres of cultivable land or more than 2,500 acres of grazing or mixed land. Free homestead farms are not entitled to this concession.

If a person who owns land in the State which is liable to land tax resides outside the Commonwealth of Australia, he is liable to a rate of tax 50 per cent. greater than that payable by a resident.

#### INCOME TAX.

The income tax as previously stated is at the rate of 4d. in the £, and is payable only on incomes derived from, or earned or produced in the State, during the calendar year. Interest on Government inscribed stock and Government debentures of this State is exempt from taxation altogether. Every taxpayer is free from income tax on the first £200 of his income, and is entitled to deduct from his income for taxation purposes £10 for each child under sixteen years of age resident with and dependent upon him, also life assurance premiums not exceeding £50.

Where a taxpayer derives income from the use or cultivation of land, and is liable to land tax thereon, the Act permits the taxpayer to claim, as a deduction from the income tax assessed on the income derived directly from such land, an amount equal to so much of the income tax as is equal to the land tax payable on such land.

Incomes earned in any other part of the world are not taxable in this State, but incomes earned in this State by persons who do not reside within the Commonwealth of Australia are liable to a rate of tax 50 per cent. greater than that payable by a resident.

Companies and mining corporations being liable to dividend duty at 1s. in the £ under The Companies' Duty Act and The Dividend Duties' Act, are not liable to income tax, and taxpayers are not liable to pay tax on the portion of their personal income which is derived from company dividends.

From the Commissioner's Report for the year 1910 published toward the end of 1911 we extract the following information as of interest to all:—

LAND TAX.

Total unimproved value of the land assessed	£16,420,221
Total land exempted	1,956,246

Total land improved (within meaning of Act)	11,659,088
Total tax levied, including fines, etc.	37,333

INCOME TAX.

Total amount of income	£4,878,820
Amount exempted	2,587,169
Amount taxed	2,291,651
Total tax	38,679

Average per assessment, £4 11s. 4d.

COMPANIES' DUTY AND DIVIDEND DUTIES.

Collected during year 1910-11	£84,495
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TOTALIZATOR TAX.

Amount passed through totalizator	£309,503
Amount of duty collected (2½ per cent.)	7,739

Total taxes collected by Commissioner of Taxes, £168,246.

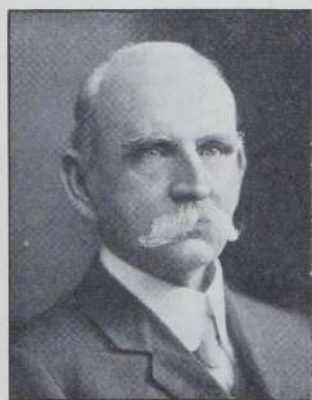
OTHER SERVICES.

In addition to the above branches the Treasury controls the granting of all compassionate allowances and pensions to retired officers; the disbursement of grants to various literary and scientific institutions; the disbursement of grants approved by Parliament in aid of

the up-keep of various forms of charitable endeavour; and the administration of those numerous small avenues for the distribution of public money which do not come within the compass of any particular department.

LAURENCE STIRLING ELIOT, I.S.O., Under-Treasurer of Western Australia, is one of the oldest and most highly respected servants of the State. He was born at Bunbury in 1845 and is the son of the late Mr. George Eliot, some-time Government Resident of Geraldton, who came to Western Australia with his relative, Sir James Stirling, Governor of the new colony, on the "Parmelia" in 1829. Mr. Eliot is not only descended from one of the pioneers of the State, but can also claim descent from a very old English family. The Elyots or Eliots first settled at Green Place in Sussex in 1347, and the Under-Treasurer can claim lineal descent from Thomas Elyot, Filazer (Keeper of the Files) for Surrey and Sussex in 1467. One of his ancestors, Laurence by name, circumnavigated the globe with Sir Francis Drake. Mr. Eliot was educated first by the Rev. Henry Brown, Rector of Bunbury, and afterwards at Bishop's College, Perth, a college through which many of those prominent in Western Australia official life have passed. In 1863 he entered the Public Service as clerk to the magistrates, landing and tide waiter, postmaster

and assistant district registrar at Bunbury. Here he remained until 1872, when he was appointed to a clerkship in the Colonial Secretary's



Bartleto, Perth.

MR. LAURENCE STIRLING ELIOT.

Office at Perth. The following year he was appointed Secretary to the Central Board of Education and

assistant clerk to the Legislative Council. At that time the question of denominational grants for education was causing considerable discussion in the community, a circumstance which made the post of Secretary to the Board a difficult one to fill, but when Mr. Eliot left it to become Registrar-General in 1876 he received the sincere thanks of the Roman Catholic community for his tact and consideration. From 1878 to 1880 he was acting chief clerk in the Colonial Secretary's Department and in 1881 was entrusted with the compilation of the census. On the completion of that work he was appointed chief clerk and accountant in the Treasury. From 1889 to 1890 he acted as Assistant Colonial Secretary and in 1891 was promoted to be Paymaster of Imperial Pensions, being made Under-Treasurer in the same year on the establishment of responsible government. In 1902, after the inauguration of the Commonwealth, he received the additional appointment of Permanent Head of the Commonwealth Sub-Treasury. Mr. Eliot is a Justice of the Peace for the State, and in 1903 received the distinction of the Imperial Service Order. In 1871 he married

Ernestine, daughter of the late Mr. F. L. von Bibra, of Tasmania, by whom he has three sons and a daughter.

**SAMUEL JOSEPH RANDELL**, Accountant to the State Treasurer's Department and Sub-Treasury Accountant of the Commonwealth at Perth, was born in the western metropolis on May 7, 1866. His early instruction was received privately, and was supplemented by some six years' study at Oxford County School, England. He returned to Western Australia in October, 1882, and joined the Public Service in the following year as junior draughtsman in the Lands Department, after being transferred for three months to the Treasury as junior clerk. He steadily rose in this department, was appointed to be clerk in 1887, bookkeeper in 1892, sub-accountant in July, 1897, and accountant in April, 1899. He became Commonwealth Sub-Treasury accountant in 1901, and now carries out the duties appertaining to both offices. Altogether Mr. Randell has a record of twenty-nine years in the Government Service of Western Australia. In the social world he has always given a great deal of attention to Church matters, and was for some time deacon and superintendent of the Sunday-school of Trinity Church, St. George's Terrace,



*Bartletto, Perth.*  
MR. SAMUEL JOSEPH RANDELL.

Perth. For six years he has held similar offices in connection with the Congregational Church at Leederville. He is keenly interested in

floriculture, and for several years has acted as Judge for the Royal Agricultural Society and the Perth Horticultural Society. A hearty supporter of all outdoor sports, he has devoted much of his spare time to the encouragement of manly exercises among the young people of the State. He married in 1891 and has a family of five sons and one daughter.

**EDGAR THEODORE OWEN**, Commissioner of Taxation for Western Australia, was born at Fitzroy, Melbourne, on May 16, 1861. He matriculated at the Melbourne University in 1877, and almost immediately afterwards entered the Public Service of Victoria as an assistant in the office of the Railway Accountant. Four years later he was transferred to the office of the Actuary for Friendly Societies and Government Statist, where he was trained as an actuary. After thirteen years' service in that office, during the course of which he succeeded in passing Part I. of the examination of the Institute of Actuaries of London, Mr. Owen was appointed to the position of Registrar of Friendly Societies and Government Actuary for Western Australia. This office he held until 1909, having meanwhile, in February, 1908, on the coming into operation of the Land and Income Tax Act, been appointed Commissioner of Taxation for the State. He resigned the position of Registrar and Actuary on the appointment of his successor, Mr. S. Bennett, in June, 1909. In 1894 Mr. Owen was admitted as a member of the Royal Statistical Society of England, and in 1909 was elected a Fellow of the Society of Accountants and Auditors of Western Australia. From time to time he has written extensively on questions of State finance, Government loans, and taxation, and prior to federation upon the financial aspects of that movement, particularly as they affected Western Australia. Many of the results incidentally predicted in those brochures have since been realized. So much did his financial acumen impress the Government of this State that in 1897 and 1898 he attended the Federal Conventions as statistical and financial adviser to the representatives of this State. As Commissioner of Taxation it may be said that he discharges the duties of an onerous and unpopular office with very great discretion and tact.

**ALAN HAYNES BARLEE**, Chief Land Tax Assessor, is a son of the late Mr. Charles Haynes Barlee, of New South Wales, and nephew of the late Sir Frederick Palgrave Barlee, K.C.M.G., Colonial



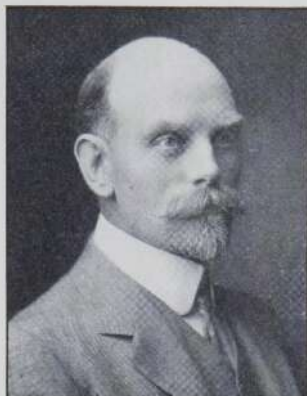
*Bartletto, Perth.*  
MR. ALAN HAYNES BARLEE.

Secretary in Western Australia from 1855 to 1877, who afterwards filled the office of Governor of British Honduras and Trinidad, where he died. Born at Brisbane, Queensland, on September 3, 1866, Mr. A. H. Barlee was educated at the Sydney Grammar School, and upon the conclusion of his scholastic career in 1882 was articled to a firm of surveyors in Sydney. Having completed his indentures, he continued with the firm in all for nine years, at the end of which period he was offered a lucrative position by Messrs. Forrest, Crossland, & Co., surveyors, of Perth, and came to Western Australia in January, 1891. During his connection with this firm Mr. Barlee in his capacity of surveyor and draughtsman gained much valuable experience in the laying out of townships and in the subdivision of suburban lands for building purposes, together with the survey of the Midland Railway and the large areas selected by that Company. In January, 1894, at the inception of the Mines Department of Western Australia, Mr. Barlee accepted the post of chief draughtsman, and after filling the position for a number of years was appointed Chief Land Tax Assessor upon the creation of this office by the Government of the day. Upon the continuance of hostilities

between the British and the South African Boers he offered himself for the service of the Empire and went to the front with the second contingent from Western Australia. He served under General Sir Reginald Pole-Carew in the 11th Division, and holds the Queen's Medal and five Bars, *viz.*, Belfast, Diamond Hill, Johannesburg, Orange Free State, and Cape Colony. He is also on the retired list of Lieutenants of the Commonwealth Naval Forces, having served in H.M.S. "Wolverine." Mr. Barlee has been a member of the Weld Club for nearly twenty years and is a foundation member of the Naval and Military Club, and of the Civil Service Association. His chief recreations are tennis and boating, and he is a warm advocate of all forms of healthy outdoor sport. In May, 1909, he married Flora, daughter of the late Mr. M. J. O'Connor, of Victoria, and has one surviving son.

**CARL PAUL JOHANN AUGUST LESCHEN**, Manager of the Government Savings Bank, was born at Adelaide, South Australia, in 1866, and educated at a private school by his father, Mr. Adolph Leschen. At the age of fourteen, his health being indifferent, he was compelled to relinquish his studies, and he entered the office of an Adelaide softgoods establishment, where he remained for three years, at the end of that time taking a position as bookkeeper and assistant to his uncle, Mr. C. E. Cranston, of Wirrabara, South Australia, and remaining with him for about three and a half years. Returning to the metropolis he accepted an appointment with Mr. J. M. Wendt as accountant and fulfilled the duties of this position for about eight years. Outdoor existence always held strong attraction for Mr. Leschen, and he was easily persuaded to enter into partnership with his friend, Baron von Swaine, and engage in fruit-growing. Accordingly he resigned his post at Adelaide and proceeded with the Baron to Lancaster, Victoria, where together they planted some 18,000 fruit-trees of various kinds. Although this healthy mode of living agreed with him to perfection, after a little over a year he decided to withdraw from the undertaking and settle in Western Australia, where he arrived in March, 1896, soon afterwards entering the Government Service

under Mr. Sholl as clerk in the Money Order Department of the General Post Office, later on serving in the parcels post for a short time. Being transferred to the Savings Bank as clerk he made swift pro-



Barletto,

Perth

MR. CARL P. J. A. LESCHEN.

gress in this institution owing to his energy and keenness for work, coupled with a marked capacity for transacting financial business. In turn he fulfilled the duties of senior ledger-keeper and senior clerk, and in 1903, when Mr. Richard Wynne (the Manager) retired on a pension, the subject of this article was appointed in his place, after successfully passing a competitive examination for the position. He has represented the Western Australian Savings Bank at Conferences held at Sydney in August, 1906, and at Adelaide in October, 1910. At the Sydney Conference a reciprocal scheme was adopted under which the Savings Banks of the various States, although separate institutions, became one harmonious whole for the convenience of travelling depositors. At the Conference held at Adelaide the principle to place on a uniform basis the main forms and statistics of the whole of the Commonwealth Savings institutions was confirmed, and this when adopted will have the effect of facilitating for all concerned the immense volumes of business transacted by the popular "People's Banks." In 1906 Mr. Leschen was appointed a Justice of the Peace for the Perth magisterial district. Being much interested in the Y.M.C.A. movement Mr. Leschen

has been a Director of the institution since its inception in Perth in 1908, and is also a foundation officer of the Evangelical Lutheran Church in Perth. He has been twice married. A son and daughter survive his first wife, Elizabeth, daughter of the late Pastor Stempel (Evangelical Lutheran), of Hahndorf, South Australia. He married, for the second time, in 1907, to Wilhelmine, daughter of Mr. Friedrich Neuke, of Perth.

**FREDERICK WILLIAM SIMPSON**, Government Printer of Western Australia, was born at Stockton-on-Tees, England, in 1878. He was educated at the British school in that town, and at the conclusion of his scholastic career was apprenticed to the firm of Messrs. J. Slee and Co., general printers, lithographers, and manufacturing stationers in his native town, with whom he remained for many years, relinquishing his position only when about to proceed to Australia. During his years of service with Messrs. Slee & Co. he filled various responsible positions, and just prior to his departure for the Southern Hemisphere was offered a partnership in the firm, but he declined to accept it. Sailing from the Old Country in 1901 Mr. Simpson proceeded to Sydney, where for upwards of three years he held positions in leading



Barletto,

Perth.

MR. FREDERICK WILLIAM SIMPSON.

printing establishments of the Mother State. In 1904 he was appointed Manager of *The Morning Herald* job printing department, being selected



for that post by Mr. L. Nanson, then Attorney-General for Western Australia, who was at that time Managing Director of Stirling Bros. and Co., Ltd., proprietors of *The Morning Herald*. Here he continued in control until 1906, in which year he received the appointment of Government Printer to the State. Mr. Simpson resides at Rupert Street, Subiaco.

HENRY JOHN PETHER, Government Lithographer, is a native of Perth, Western Australia, having been born at St. George's Terrace in the year 1868. His education was acquired at a private commercial grammar school, with a short period at the old Government Boys' School. His schooldays ended, Mr. Pether entered the Lithographic Branch of the Lands and Surveys Department as a cadet draughtsman, where he gained promotion from time to time

until he reached the position of Assistant-in-Charge. In 1896 he was transferred to the head office to the ranks of senior draughtsmen, holding the latter position until 1899, when he was selected and appointed in charge of the Amalgamated Lithographic Departments of the State, which post he still holds. Mr. Pether is well known in musical circles, and for many years devoted a large portion of his leisure to furthering the interests of the late Perth Musical Union, of which body he was prominent among the first violins, under the baton of the late Judge Hensman. He has performed in many oratorios, and on nineteen occasions has taken part in the production of "The Messiah," each time under a different conductor. He is an enthusiastic yachtsman and a noted amateur boatbuilder, having designed and constructed no less than eleven different craft. His racing boats were always successful. Mr. Pether was married in 1893 to

Lilian Maud, daughter of Mr. Frederic Gillett, of Upton Downs, Burford, England, and has a family of seven daughters.

HENRY PERSSE TAGGART, Government Advertising Clerk, Treasury, was born at Dublin, Ireland, in 1867, and received his scholastic training at Erasmus Smith's School, Harcourt Street, in the same city. He arrived in Western Australia in 1895, and after varied experiences in the early days at Kalgoorlie joined the Government Service during the latter part of 1896 as paymaster of Public Works at a time when the State was enjoying considerable prosperity. After three years he resigned in order to visit England, and upon his return rejoined the Service in 1899 as bookkeeper in the Fremantle Harbour Department. From there he was transferred to the Treasury and received appointment to the position he now holds.

## Department of Lands and Surveys.

### LANDS DEPARTMENT.

The Department of Lands, which controls the administration of the Crown Lands, the Survey Branch, and the care of Woods and Forests, is one of the oldest of the State offices in Western Australia, having been constituted under the name of the Survey Office upon the establishment of the colony in 1829. The first Surveyor-General, to whose accurate work and wise judgment the State owes so much, held office from that date until 1870, having for the latter part of the term been officially designated as Commissioner of Crown Lands and Surveyor-General. He was succeeded by Mr. (afterwards Sir) Malcolm Fraser, who on being appointed Colonial Secretary in 1883 gave place to Mr. (now Sir) John Forrest, who remained in charge of this important phase of official work until the establishment of responsible government in 1890. The office then became a department, the title of Commissioner of Crown Lands, later changed to Minister for Lands, being retained as a ministerial designation, while the administration was placed in the hands of an Under-Secretary. The Survey Office became a branch of the wider department, the position of Surveyor-General being conferred upon Mr. J. S. Brooking, who was succeeded in 1896 by the present occupant of the position, Mr. Harry F. Johnson. The Under-Secretary for Lands, Mr. Robert Cecil

Clifton, appointed on the reorganization under responsible government, still holds that office. The work, however, has grown so enormously as a result of the system of land settlement adopted by the Government of late years that it has been found necessary to appoint assistants to the Under-Secretary. The principal of these is Mr. C. G. Morris, who in the absence of Mr. Clifton has control of the department. The other assistants are Messrs. Hugh Hamersley and John T. Conway, while Mr. William Rowley is Chief Inspector.

The names of the responsible Ministers administering the department since the inauguration of responsible government are as under:—

Minister for Lands.	From	To
William Edward Marmion ...	Dec. 29, 1890	Dec. 4, 1894
Alexander Robert Richardson	Dec. 4, 1894	March, 1897
George Throssell ...	March, 1897	Feb. 15, 1901
Charles John Moran ...	Feb. 15, 1901	May 27, 1901
Charles Sommers ...	May 27, 1901	Nov. 21, 1901
John Leighton Nanson ...	Nov. 21, 1901	Dec. 23, 1901
Adam Jameson ...	Dec. 23, 1901	Jan. 23, 1903
John Marquis Hopkins ...	Feb. 17, 1903	Aug. 10, 1904
John Michael Drew ...	Aug. 10, 1904	June 7, 1905
Thomas Henry Bath ...	June 7, 1905	Aug. 25, 1905
Sir Newton James Moore ...	Aug. 25, 1905	June 30, 1909
James Mitchell ...	June 30, 1909	Oct. 7, 1911
Thomas Henry Bath ...	Oct. 7, 1911	Still in Office

The whole question of land settlement and development, including the methods of acquiring land, the uses to which it is put, the prospects of agriculture, and the generous assistance given by the State to farmers and fruit-growers, will be so fully dealt with in another portion of this work that it is unnecessary to dilate upon

them here. The following table from the Report of the Under-Secretary for Lands, 1910-11, may, however, be inserted not only as showing the activity of the department, but as refuting the opinions of those who consider land development in Western Australia an impossible achievement:—

Land Transactions for the Year.

NATURE.	Financial Year 1910-11.		Financial Year 1909-10.	
	No.	Acres.	No.	Acres.
<b>(a) ALIENATION.</b>				
Sale of Grants—Town and Suburban	791	1,950	792	1,649
Rural	1,076	185,699	570	103,869
Total	1,867	188,649	1,362	105,518
In process of alienation—				
Selections, with alienation in view approved during year	4,265	1,923,172	5,403	1,891,367
Total thus held	41,575	§ 11,843,236	38,991	* 12,880,195
Total area alienated in State	—	7,202,696	—	† 4,449,326
Total alienated or in process of alienation	—	§ 19,045,932	—	* 17,329,521
Total area of State	—	624,588,800	—	624,588,800
<b>(b) OCCUPATION.</b>				
Pastoral and other Leases approved during year	396	9,302,655	505	10,700,566
Total thus held	6,927	169,837,307	7,149	167,168,072
<b>(c) WORK OF THE YEAR.</b>				
Applications of all classes approved during year	6,528	13,979,197	7,270	12,697,451
Holdings of all classes existing at beginning of year	46,141	179,988,267	42,410	174,787,796
Business on books for year, exclusive of rejected and pending applications	52,669	193,967,464	49,680	187,485,247
Completions, redemptions, cancellations, etc., during year	4,166	12,286,921	3,539	7,496,980
Remaining current at close of year	48,503	§ 181,680,543	46,141	179,988,267
<b>(d) REVENUE.</b>				
Sales †	£	s. d.	£	s. d.
Rent ‡	253,960	17 4	194,875	5 4
Timber	69,228	14 4	64,874	1 5
Guano	34,667	11 3	27,705	7 7
Fees	58	13 6	—	—
All other sources	22,111	11 8	31,849	15 11
Recoup freight and fare	5,320	18 0	7,105	12 1
Inspection fees (Timber)	835	9 7	841	9 2
	2,809	12 2	3,843	19 4
	388,993	7 10	331,095	10 10
<b>(e) EXPENDITURE.</b>				
Lands and Surveys—Salaries and allowances	£	s. d.	£	s. d.
Surveys	61,423	13 7	53,331	1 3
General	72,651	11 2	69,335	16 2
	19,850	5 3	30,515	16 6
Woods and Forests—Salaries and allowances	7,461	5 8	7,345	0 8
General	1,399	9 3	1,186	0 1
	8,860	14 11	8,531	0 9
	162,786	4 11	161,713	14 8

\* Including 2,696,521 acres granted to Midland Railway Company, but for which Crown grants have not issued.

† Including 749,196 acres granted to Midland Railway Company in fee simple.

‡ Including 3,315,930 acres granted to Midland Railway Company in fee simple.

§ Including 151,800 acres granted to Midland Railway Company, but for which Crown grants have not issued.

We learn further from the report that although the total number of applications approved (6,528) for the year 1910-11 was rather less than that for the year 1909-10 (7,270), the area granted was considerably in excess (13,979,197 acres as against 12,697,451), the de-

mand for farming areas was much greater, and the number of actual applications as distinguished from those actually approved showed a very heavy increase. This resulted in a very much greater volume of work for disposal by the Land Board.

In addition to the above, there were over a thousand applications for unsurveyed land in the office waiting survey and classification in accordance with the new regulations. The total area approved with alienation in view was 1,923,172 acres, which, compared with 1,891,367 acres for the previous year, shows an increase of 31,805 acres.

To show how the work of the department has increased there were 52,669 holdings of various classes on the books of the department, exclusive of rejected or pending applications, as against 49,680 at the same time last year, although 1,867 Crown grants have issued during the year.

It is gratifying to note that, in the majority of cases, applicants take almost immediate possession of their land and commence operations after obtaining the approval, no matter how far the subdivisions are from existing railways.

This activity may be regarded largely as the outcome of the immigration policy pursued by the Government, under which a man is not only brought to Western Australia with little or no expense to himself, but after his arrival is provided with a selection of land, from the

cultivation of which he is enabled to gain at least a fair competence.

The year just closed is scarcely likely to show the same progress, as the dry winter of 1911 militated considerably against a bountiful harvest, and the lateness of the rains in 1912 made the farmers fearful of a continuance of adverse conditions. As a result settlement flagged a little, but with the recent rains there is every probability that the rapid development will continue, and that the exertions of the Lands Department to settle population upon the land will meet with ample response.

In order to facilitate the work of the department and at the same time have officers competent to advise intending settlers close at hand, district offices and land agencies are established in the main centres of population, while until June 30, 1912, an agency was maintained in Melbourne for the benefit of those desiring to take up land in Western Australia. Though this agency had undoubtedly done good work in the past, the Government arrived at the conclusion that its further continuance was unnecessary, as there was no dearth of applicants for the land immediately available in the State.

### WOODS AND FORESTS.

The question of reforestation by native or acclimatized trees in countries where timber is an article of merchandise has long been recognized as one of importance. It is particularly so in Western Australia, which in the jarrah and karri possesses hardwoods of unsurpassed excellence, and in sandalwood a fragrant wood in great demand for various purposes. How valuable an asset these timbers are to the State may be seen from the fact that during the year ending June 30, 1911, the value of hardwoods exported was £913,841, and of sandalwood £69,141. The total area of timber lands in Western Australia is estimated to be 20,400,000 acres, made up as follows:—Jarrah, interspersed with blackbutt and redgum, 8,000,000 acres; karri, 1,200,000 acres; tuart, 200,000 acres; wandoo or white-gum and other allied timbers, 7,000,000 acres; York-gum, yate, jam-wood, and sandalwood, 4,000,000 acres. Of them all the karri is the most stately and picturesque. Rising to over 300 ft. in some cases, with a diameter of over 30 ft. and a clear trunk sometimes of over 100 ft. before a branch is found, it presents a tree comparable only in its majesty to the giant trees of California and Tasmania. In 1904 Mr. Ednie Brown estimated that in round matured timber the State had 62,300,000 loads available, the value of which on the market was considerably over a hundred million pounds.

Left to themselves, however, the vast timber forests, notwithstanding natural reforestation, would be far from inexhaustible, and therefore one of the principal

functions of the Woods and Forests Department is the planting of indigenous trees to replace those sacrificed to the commercial spirit of the age. Old colonists speak with regret of the destruction of the natural forests, but something more than sentiment suggests that every step should be taken to prevent the valuable native flora from becoming extinct.

Fortunately natural reforestation is continually going on, with results which, as illustrations of cut over areas show, are eminently satisfactory. When, however, Nature is aided by the care and attention of experts in arboriculture results may be obtained which prove that as a timber country Western Australia has an almost unlimited future.

Another function of the department is the distribution among the towns and settled areas of acclimatized trees and shrubs to take the place of that natural vegetation which has been sacrificed to the onward march of civilization. In this direction excellent service is being rendered. Scientific knowledge has been brought to bear, and in conjunction with actual experiments has rendered immense service to the State. As to what is being done to promote afforestation in various localities it may be mentioned that during the year 1910-11 57,799 trees were supplied to various public bodies, while something like 150,000 trees and shrubs were raised in the nurseries. One class of tree found to flourish in Western Australia as in many other parts of the Commonwealth is the *Pinus insignis*, the Remarkable Pine. Speaking of the

wisdom of promoting the planting of this tree the Acting Inspector-General of Forests says:—"As an instance of the wisdom of planting pines and of the potential value of such plantation to the State it may be mentioned that out of an eight-year-old pine, grown in one of the plantations at the State Nursery, Hamel, forty-two fruit cases were made. The timber of the Remarkable Pine of California (*Pinus insignis*) is admirably suited for making fruit cases, as well as other more important purposes, and is largely used in the Eastern States and South Africa in place of imported softwood. Large areas of fruit-trees are being planted every year in this State, and as these areas are likely to increase greatly in the future, there is every prospect of pine-planting turning out a paying proposition, even if the timber is used only for fruit cases. *Pinus insignis* is so highly thought of in New South Wales that the Master Builders' Association ex-

pressed the opinion that plantations of it would be of inestimable value to that State in twenty-five or thirty years, when it is anticipated that imported softwoods will be more difficult to obtain and far more costly than at present. The association also strongly recommended that an immediate start should be made in planting pines generally. Altogether, we have now about 300 acres under pines at the Ludlow, and as it is intended to increase the planting every year, there will soon be a large area set apart for this purpose; the total area, including the Hamel plantation, now amounting to about 600 acres."

At present the office of Conservator of Forests, held so long by the late Mr. J. Ednie Brown, one of the authorities upon Forestry, is vacant, but the work is losing nothing at the hands of Mr. C. G. Richardson, the Acting Inspector-General.

**ROBERT CECIL CLIFTON**, I.S.O., Under-Secretary for Lands, was born at Alverstoke, near Bunbury, in 1854, being the son of the late Mr. Robert Williams Clifton, of Australind. His school days over he entered the Public Service, first as acting clerk of courts and landing waiter and afterwards as postmaster at Bunbury in 1873. In the following year he was transferred to the Lands Department as clerk, and two years later he went to the Customs Office, from which he returned in 1880 to the Lands and Survey Department as chief clerk. On the introduction of responsible government in 1891 Mr. Clifton was promoted to his present position. Although the office has nominally remained the same, the responsibility attaching to it has greatly increased. Instead of being one of the smaller departments it has during recent years grown to such an extent, owing to the rapid development and settlement of the agricultural and pastoral industries, that recently assistants have had to be appointed for the purpose of assisting Mr. Clifton in the arduous and multifarious duties of his office. To-day there is no State department of wider significance or greater importance in the expansion of Western Australia than that which Mr. Clifton controls. In 1904, having completed thirty years' continuous service in the public interest, the dignity of I.S.O. was bestowed upon him. Mr. Clifton married in 1882 Rose Louisa, daughter of the late Mr. George Walpole Leake, Q.C.

**CHARLES GLAZEBROOK MORRIS**, senior assistant to the

Under-Secretary for Lands, was born in 1868 at South Melbourne and educated privately at various institutions in the Garden State. In his youth he occupied positions as junior clerk with various firms in Sydney until 1886, when he went to Western Australia and received a Government appointment in the Survey Department under Mr. (now Sir) John Forrest, resigning



MR. CHARLES GLAZEBROOK MORRIS.

three years later on account of ill-health. Returning to Melbourne for medical advice, he obtained a post in the following year in the National Bank of Australasia, where he remained until the latter part of 1891. He re-entered the Service as chief correspondence clerk in the Lands Department of Western Australia, and in 1902 was appointed head of the Land Selection Branch, receiving

splendid credentials from Mr. J. M. Hopkins, then Minister for Lands, and Mr. R. Cecil Clifton, Under-Secretary in the same Department, testifying to his energy and organizing capabilities, particularly in the work of amalgamating the divisions of land sales, selection, and inspection. For the past fourteen years he has been Secretary to the Land Surveyors' Licensing Board, and has also acted as Secretary to the Caves Board. In 1906 he was a member of the Board created to inquire into the system of accounts of the Lands Department. Consequent upon the reorganization of the Department in January, 1909, Mr. Morris was selected to be one of the three assistants to the Under-Secretary for Lands, and in 1911 he was appointed senior assistant, carrying on the duties of Under-Secretary whenever that officer is temporarily absent. During Mr. Morris' twenty-five years' record he has received excellent testimonials from the different Ministers for Lands, the Under-Secretary for Lands, and the Surveyor-General. He is a member of the Land Board, Secretary of the Perth Lodge of Freemasons, No. 33, W.A.C., and honorary life member of the Western Australian Short-hand and Typewriters' Association. In 1892 he married Guiliva, daughter of Mr. G. Bertoli, of Lake Marmal, Victoria.

**JOHN THOMAS CONWAY**, assistant to the Under Secretary for Lands, was born at Kyneton, near Bendigo, Victoria, in 1862. Having completed his education at the Christian Brothers' College, Melbourne, he

turned his attention to journalism, and was for twenty years on the staff of the Bendigo *Advertiser*. He was then attracted to Western Australia, and arrived in the State in 1897, entering the Lands Depart-



MR. JOHN THOMAS CONWAY.

ment as Statist, holding that office till the end of 1910, when a Ministerial reorganization of the department occurred, and Mr. Conway was elevated to the position he now so ably fills.

WALTER PRETTY ODELL,  
Assistant to the Under-Secretary for  
Lands and Officer-in-Charge of



MR. WALTER PRETTY ODELL.

Roads and Reserves, was born at Beechworth, Victoria, in 1876, and educated at All Saints' Grammar School, St. Kilda. He came to

Western Australia in 1895, and was engaged in commercial pursuits for about two years. He then entered the Government Service as typist and shorthand-writer in the Lands Department, and a few years later was advanced to the position of chief correspondence clerk, in which capacity he proved himself of such invaluable assistance to the Under-Secretary that he was promoted to the office he now holds. Mr. Odell is a member of the Perth Lodge of Freemasons, No. 33, and is at present Worshipful Master of that order. Aquatic sports have always claimed a good deal of his spare time, and he is a keen supporter of rowing, being at the present time a Vice-President of the Swan River Rowing Club.

EDWIN ALEXANDER BLACK,  
A.I.A., W.A., accountant to the  
Lands Department of Western Australia, was born at Grafton, New South Wales, on April 12, 1872. His primary education was obtained at Sydney, he afterwards attending the Grafton Grammar School. On leaving school he joined the Post and Telegraph Department of New South Wales, subsequently becoming assistant postmaster and junior operator at Yamba, where he remained four and a half years. For two years and four months he was a clerk in the Harbours and Rivers Branch of the Public Works Department in the Clarence River district. He then became bookkeeper to Messrs. J. F. Cox & Co., general storekeepers, of Clarence River. In 1895 Mr. Black came to Western Australia, where he entered the office of the Canning Jarrah Timber Company, but ill-health caused him to resign after two months' service. After a brief rest Mr. Black joined the Fremantle Harbour Works as timekeeper, and for seven years fulfilled the duties of accountant, holding a similar appointment for two years to the combined branches of the Fremantle harbour works, harbours and rivers, and railway construction, when he received transfer to the accountants' branch of the Public Works, going thence to a similar position in the Lands Department. He was successively appointed Inspector in the Audit Department, and then accountant and chief income tax assessor to the Taxation Department, being Acting Commissioner of Taxation for twelve months. In February, 1911, he was selected by the Public Service Board to take his

present position of accountant to the Lands Department. He is an Associate by examination of the Institute of Accountants and Auditors of Western Australia and Vice-President of the Students' Society in



MR. EDWIN ALEXANDER BLACK.

connection with the same body. He is a member of the Masonic craft, his mother lodge being North Fremantle No. 858 S.C. (now No. 84, W.A.C.), and an elder of the St. Columbus Presbyterian Church at Cottesloe. Married in 1894 to Lucy Ann, third daughter of the late Mr. Alexander McLeay, of Harwood Island, Clarence River, New South Wales, Mr. Black has a family of six children.

PERCY GEORGE WICKEN,  
Officer-in-Charge of the Information  
Branch, Lands Department, Perth,  
was born in 1866 at London, where he received his education. He was engaged for a time in commercial life, and in 1884 came to New South Wales, where he joined the Government Agricultural Department, eventually being appointed agricultural experimentalist and officer-in-charge of students at the Hawkesbury Agricultural College. Here he was awarded various diplomas and medals, and in 1900 accepted an appointment in the Agricultural Department of Western Australia as field officer, which he retained until recently. In 1905 Mr. Wicken represented Western Australia at the Exhibition held by the Chamber of Manufactures in Adelaide, and in the following year acted in a like capacity when the Australian Natives' Association promoted its

large exhibition in Melbourne. In 1908 he proceeded to England to represent the State at the Franco-British Exhibition in London. On



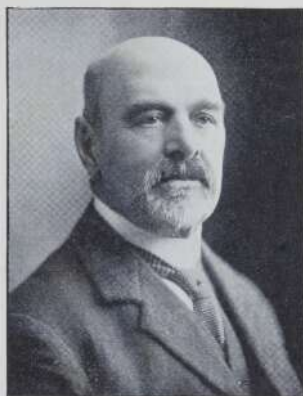
Bartletto, Perth.  
MR. PERCY GEORGE WICKEN.

this occasion the Western Australian Court was the first to be opened and was highly commended, the successful arrangements being due largely to the ability and enterprise of the gentleman under review. Shortly after his return to the country of his adoption Mr. Wicken received the appointment to his present position, and has held it ever since.

**GEORGE FREDERICK GLYDE** is the son of the late Mr. George Glyde, J.P., who as one of Perth's early and successful merchants and a useful member of the Legislative Council assisted materially in the development of the Western Australian State. The late gentleman came out from England in November, 1829, with his father, and, after reaching manhood, eventually took over from Mr. Henry Saw the large grocery, drapery, and general store conducted under the style of Messrs. G. Glyde & Sons, and situated in Hay Street. He was one of the founders in 1862 of the Perth Benefit Permanent Building and Loan Society, was Treasurer and afterwards Chairman of the old Perth Town Council, and in 1874 was elected Chairman of the Perth Board of Education. For many years he occupied a seat in the

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Legislative Council and was gazetted a Justice of the Peace in 1873. The subject of our memoir was born at Perth on April 24, 1848, and having finished his education at Bishop Hales' College, in this city, entered the Government Service as clerk in the chief office of the Police Department. After some years he was transferred to the Treasury Branch at Geraldton, and eight years later was recalled to Perth and appointed to the position of Collector of Land Revenues. Subsequently he was promoted to be chief clerk, which post he continued to hold until his retirement in 1902, after thirty-nine years' useful service. In addition to his duties in the Government employ he has always been keen in re-

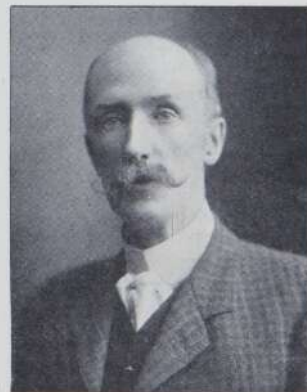


Bartletto, Perth.  
MR. GEORGE FREDERICK GLYDE.

gard to land investment and at the present time divides his energies between the necessary attention which these interests demand and the cultivation of the beautiful and extensive garden surrounding his home on the banks of the Swan River. Mr. Glyde is a member of the Western Australian Club and has held office in St. John's Lodge in the fraternity of Freemasons, of which he is a member. In 1867 he married Alma, daughter of Mr. John Taylor, of Yangedine, near York, and has five daughters.

**CHARLES GOUGH RICHARDSON**, Acting Inspector-General of Forests, Perth, Western Australia, was born in December, 1865, in

County Dublin, Ireland. He received his early scholastic training under a tutor and was afterwards sent to Germany to finish his education. In 1887 he came to Western Australia and was appointed First Associate to the Chief Justice of Western Australia, Sir Alexander Onslow. He entered the Lands Department in 1890, and in the year 1895 became an officer of the Woods and Forests Department under Mr. Ednie Brown, who was then Conservator of Forests. On the death of Mr. Brown in 1899 Mr. Richardson was appointed successively Acting Conservator of Forests, Conservator of Forests, Secretary to the Forestry Department, and Acting Inspector-General of Forests, which post he still occupies. Under his direction the pine plantations commenced in 1898 by the late Mr. Ednie Brown at Hamel, on the South-Western railway line, have been greatly extended and pine-planting on a very large scale begun in the Ludlow district. Both these experiments have been attended with great success; so much so, indeed, that planting of softwoods has received a very considerable impetus. Reafforestation by natural



Bartletto, Perth.  
MR. CHARLES GOUGH RICHARDSON.

means has been initiated under Mr. Richardson's directions, and a large area of typical jarrah country reserved in the south-west for the purpose promises to be a great success.

### SURVEY BRANCH.

In a country of such vast area as Western Australia which, so far as extended settlement is concerned, is as yet only at the dawn of its existence, the duties of the Survey Office are both onerous and multifarious. In the pre-mining days when the population was small and closer settlement unheard of the Surveyor-General, like other officials, could pursue a placid existence; but when mining towns sprang up like mushrooms and population grew almost as quickly the Survey Office became one of the most strenuous branches of State administration. With the waning of mining activity came the growth of agriculture, bringing increased work and responsibility to that office answerable for the accurate determination of boundaries and areas. In fact, since 1909, when the Government decided that the land should be surveyed and classified before being thrown open for selection, the survey officers have been largely employed in marking off areas for selection along the wheat belts and in the timber country.

The work of the head office became so congested on account of the general expansion taking place that in 1910 a policy of decentralization was adopted, and in

**HARRY FREDERICK JOHNSTON**, Surveyor-General of Western Australia, was born at Bunbury on May 24, 1853, and was educated at the State and private schools in the colony. Having chosen surveying as a profession, he served his articles in that science, and in 1874

became a contract surveyor. Nearly ten years later he became one of the staff surveyors of the Survey Office, to which he has remained attached ever since, being appointed Surveyor-General in 1896 in succession to Mr. J. S. Brooking, who retired on the ground of age.

September district survey offices were established at Albany, Bridgetown, Geraldton, Narrogin, Northam, and Perth. This departure has been found to afford considerable relief to the congestion at headquarters, and has had the further advantage of bringing settlers, selectors, and those having business with the department into closer touch with its officers, thus enabling surveys and inquiries to be more promptly dealt with than in the past. The district surveyors are Messrs. F. S. Brockman, J. H. M. Lefroy, A. W. Canning, J. P. Camm, M. Fox, and A. J. Lewis, all of whom are experienced officers, and some, particularly Messrs. Brockman and Canning, have done valuable exploratory work for the State.

In addition to his duties as Surveyor-General Mr. H. F. Johnston is by statute Chairman of the Licensing Board for Surveyors, a member of the Lands Purchase Board, and Chairman of the Workers' Homes Board. This latter is a new departure in Western Australia, but judging by its

success in other advanced communities is one likely to prove of considerable value to the workers in this great Western State.

Among the many services rendered to the State by Mr. Johnston may be mentioned the survey of the Kimberley district in 1883 and 1884, when that vast territory was thrown open for pastoral occupation. Subsequently he triangulated the same area, and in the course of his sur-



NATURAL RE-AFFORESTATION IN CUT OVER JARRAH FOREST DARLING RANGES. NEW GROWTH OF JARRAH (*Acacia marginata*).

vey, which partook largely of the nature of exploration, discovered the Elvire and Mary Rivers, since proved to contain gold. From 1886 to 1889 he had charge of the construction of the telegraph line from Roebourne to Derby, and in 1901 organized an exploring party to proceed to the Kimberley district to examine and report on a large tract of country not then properly known and described. Mr. Johnston is also a member of the Board of Examiners for Surveyors in Western Australia, and when the Government early this year decided to appoint a Board to administer the Workers' Homes Act passed in 1911 he was chosen for the responsible position of Chairman.

**ALFRED WERNAM CANNING**, District Surveyor, Survey Department, Perth, was born at Melbourne, Victoria, in 1861 and received his education at the old Carlton College in that city. He entered the Government Service as a cadet in the Survey Department and at a later date became engaged in contract surveying under Government, on the south coast of New South Wales, and also in the back country, continuing in this connection until 1893. Coming to Western Australia in that year, he immediately joined the Government Survey Department of this State, and for a time was engaged in the Compiling Branch of the Service. In 1901 he began the survey work in connection with rabbit-proof fencing throughout the State, and while engaged in this and other duties incidental to

the carrying out of such an important enterprise traversed the country between Starvation Harbour to Wallal, on the north coast, a distance of 1,175 miles. In 1906 his services were transferred to the Mines Department to assist in carrying out an exploration expedition across the supposed desert from Willuna, with the main object of ascertaining whether there was sufficient water to travel stock from Kimberley to the goldfields. This he brought to such a successful issue that he was accorded a reception by both Houses of Parliament upon his return, and in 1908 was instructed to proceed practically across the same route to put down a line of wells. To carry out this mission Mr. Canning started from Willuna with twenty-six men and full equipment of provisions, well-sinking appliances, etc., and was successful in finding water at reasonable distances and at a fairly shallow depth. He travelled as far as Sturt Creek, putting down about fifty-four wells over 800 miles of country, and was absent about two years. He took a trip to England after his return to Perth, and on arrival once more in the land of his adoption entered upon the duties of District Surveyor in the head office, an appointment he has held ever since.

**NORMAN STATHAM BARTLETT**, compiling draughtsman and officer-in-charge of trigonometrical surveys, Western Australia, was born at London in September, 1864. After some years at a Grammar

School in England he left that country in 1881 for New Zealand and completed his education at the Dunedin University, subsequently joining the Survey Department in Dunedin as a survey cadet. Having obtained his certificate as an authorized surveyor for New Zealand he secured an appointment in the Engineer-in-Chief's Branch of the Victorian Railways Department, and was engaged upon the construction of the second section of the Great Southern Railway and on the trial surveys of the lines from Gerang - Gerung to Netherby, Noradnja to Casterton, Natimuk to Goroke, and the South Australian border. As a member of the firm of Messrs. Bartlett & Cookson, civil engineers and licensed surveyors, Mooroopna and Kyabram, Victoria, he carried out contract surveys for the Rodney Irrigation Trust and drainage works for the Shire of Shepparton. In the early nineties his attention was attracted to the Western State by the wonderful gold discoveries, and in 1895 he came to Perth and entered the Public Works Department of the Government Service. Six months later he was transferred to the Department of Lands and Surveys as draughtsman in the Compiling Branch. He is a member of the Land Surveyors' Licensing Board and holds surveyor's licences from the Boards of New Zealand, Victoria, and Western Australia, and certificate of competency from the Municipal Surveyors' Board of Victoria. In 1910 he was a member of the Council of the Institute of Surveyors of Western Australia.

## Department of Agriculture.

Until the last few years no Department of Agriculture as an office separate from the Lands Department existed in Western Australia. When, however, the falling off in the gold returns, the operation of interstate free trade, and the consequent depression caused the Government and people to look around for other avenues of industry, it was borne in upon the State that in its lands it possessed an asset which, if developed scientifically, might place Western Australia upon the highest pinnacle as an agricultural community.

The possibility became by experiment and research more even than a probability—it became a practical cer-

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tainty—and with this knowledge a Department of Agriculture was established to foster all the primary industries of the soil.

At present it administers all matters relating to agriculture and industries generally; to the development of the extensive wheat belt; to the development of the South-West; to the extension of fruit industries; to the control of Government refrigerating works, abattoirs, saleyards, and markets; to Rabbit and Vermin Boards; to the inspection of stock; and, lastly, to the operations of that important institution, the Agricultural Bank. Up to 1904 the portfolio of Minister of Lands covered



the administration of the agricultural branch also, but since that time there has been either a separate Minister for Agriculture or a Minister for Lands and Agriculture combined. The holders of the position have been as under:—

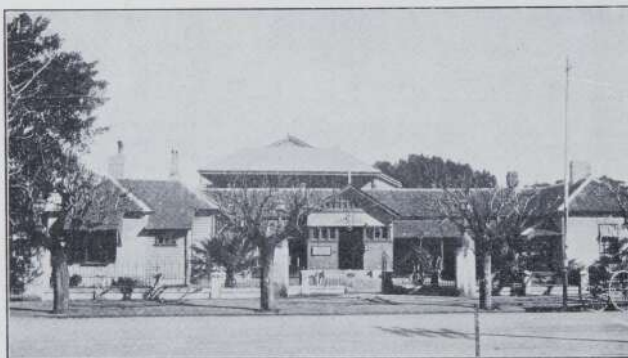
Name.	From	To
John Michael Drew ... ..	August 10, 1904	August 25, 1905
Sir Newton James Moore ...	August 25, 1905	June 30, 1909
James Mitchell ... ..	June 30, 1909	October 7, 1911
Thomas Henry Bath... ..	October 7, 1911	Still in Office

In a State comprising such an immense territory as Western Australia there is almost every variation of climate and soil, and new settlers are often at a loss to know what are the most suitable crops or fruit trees to grow in a particular district, the best methods of cultivation to adopt, and the fertilizers best adapted for particular localities. On these and other points information, which will minimize the risk of loss that would otherwise be incurred, can be readily obtained on application to the department, where experienced and scientific officers are ready at all times to place their knowledge at the disposal of settlers.

The department itself is the outcome of the Bureau of Agriculture established nearly twenty years ago, when with the abnormal growth of the colony other industries besides gold-mining seemed to offer inducements. The Secretary of the Bureau, the late Mr. L. Lindley-Cowan, a man of considerable administrative ability, had the satisfaction a few years later of seeing the comparatively small bureau expand into one of the most important departments of the State. The first Director of Agriculture, Mr. William Paterson, combined with that office the managership of the newly-established Agricultural Bank. When development made each of these positions of such importance that no one man could satisfactorily carry out the two duties, Mr. Paterson became manager of the Agricultural Bank and Mr. Alexander Crawford Acting-Director of Agriculture. A further reorganization took place in 1905, when Mr. Crawford became Under-Secretary to the Department and Mr. F. C. Chaplin

Director of Agriculture. Further changes were made in the following year. Mr. Chaplin resigned the Directorship, and Mr. W. B. Hooper became Acting-Director and Under-Secretary, while Mr. Crawford was placed in charge of the arrangements for preventing the incursion of rabbits into Western Australia. The next alteration was the appointment of Mr. A. Despeissis to be Under-Secretary in addition to his duties as Viticultural and Horticultural Expert, and this was followed by a further reorganization under which Professor William Lowrie, M.A., B.Sc., an agricultural expert of undoubted authority, became Director of Agriculture, and Mr. T. S. McNulty Under-Secretary of the department. No other change was made until the beginning of 1911, when Professor Lowrie resigned his appointment to accept a similar post in South Australia. Mr. Despeissis again became Acting-Director of Agriculture for a time. As stated in the departmental report:—

“When the question of providing a successor to Professor Lowrie came under review, the Hon. Minister for Agriculture, Mr. James Mitchell, after very careful consideration and after four years' experience of departmental operations, formed the conclusion that, in view of the vast area of the State, the diver-



OFFICES OF THE DEPARTMENT OF AGRICULTURE

sity of its agricultural interests, and the multiplicity of problems facing the many new settlers within its borders, it would be advisable to split up the work in the expert field and secure specialists in three distinct spheres. The Government concurred in this, and the Hon. Mr. Mitchell and the Public Service Commissioner (Mr. Jull) proceeded to the East to inquire into the merits of the men available in the other States as compared with those of local applicants. After exhaustive inquiry the qualifications of the Eastern applicants were found to outweigh those of the gentlemen offering themselves locally, and it was decided to appoint Mr. George Lowe Sutton to be Commissioner of the Wheat Belts of the State, Mr. James M. B. Connor to be Commissioner of the South-East, and Mr. James F. Moody to be Commissioner for the Fruit Industries.”

Mr. Despeissis had some time previously been appointed Commissioner for Tropical Agriculture. This

office has, however, been recently abolished, and Mr. Despeissis has retired from the service. The professional staff of the department was further strengthened by securing the services of a botanist and pathologist from the Birmingham University, England. This official, Frederick Stoward, D.Sc., has already resolutely attacked the problems put to him in connection with plant diseases, and when his laboratory is completed and his scientific apparatus available, the department should be placed in possession of much valuable information in this regard. Dr. Stoward has recently received the degree of Doctor of Science of the Birmingham University for a thesis on the physiology of germination.

To educate settlers in regard to the classing of wools, a wool expert in the person of Mr. A. H. Codrington was secured to give lectures at different country centres throughout the year. These have been well attended.

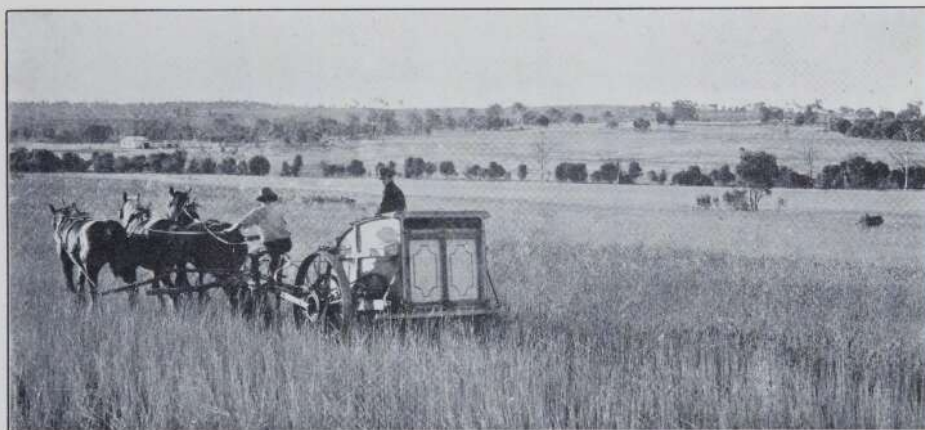
Expert, Engineer for Water Supply and Road Clearing, Poultry Adviser, and Inspector of Fertilizers.

If further evidence should be required, the following tabulated statement, showing the actual area under cultivation in 1911 as against that in 1901, affords even more striking proof of development. Even these figures fall far short of the expectations formed of the State's agricultural possibilities.

*Area under Cultivation.*

Year.	Cereals.		Hay.		Other Crops.		Vines.		Orchards.		Total.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.		
1901	82,569	104,254	5,894	3,325	5,296	201,338					
1911	648,841	175,432	11,218	2,795	16,738	855,024					

We are not, however, so much concerned at the



STRIPPING WHEAT AT NARROGIN.

Two new veterinary surgeons, in the persons of Messrs. E. A. Weston, B.V.Sc., and W. Young, M.R.C.V.S., were appointed during the year, and have been actively at work in connection with stock problems in different parts of the State.

This short study of the department is perhaps the best evidence of the growth of the industry in the State. Where a few years ago the staff consisted of a Director of Agriculture, Viticultural and Horticultural Expert, Botanist, two Veterinary Surgeons, Travelling Entomologist, and an Inspector of Fertilizers, there are now in addition a Commissioner for the Wheat Belt, Commissioner for the South-West, Commissioner for Fruit Industries, Botanist and Pathologist, four Veterinary Surgeons, Entomologist, Dairy Expert, Irrigation Expert, Lecturer in Wool-classing, Cool Storage and Abattoirs

moment with the result of the department's operations. These will be treated at length elsewhere. Suffice it to say generally that the amount of money which the department costs over and above any revenue derived is more than repaid by its usefulness to the State.

In addition to the control of matters relating to agriculture generally, the department is also responsible for the proper administration of various branches of State activity which relate to agricultural matters or to the development of primary industries.

#### REFRIGERATING WORKS, ABATTOIRS, SALEYARDS, AND MARKETS.

Cold storage has for many years been looked upon as a necessary adjunct to the proper marketing facilities of the meat and fish trade, more particularly in the case

of export, but it is only of recent years that its advantages to the fruit-grower and dairyman have been recognized. To be able to store surplus fruit under satisfactory conditions, and so avoid sacrificing it, confers a distinct benefit upon the grower, while a steady supply throughout the year is equally excellent from the consumer's point of view. This fact was clearly demonstrated some five or six years ago by the Department of Agriculture, and since that time the Government Cold Storage Works in Perth, under the managership of Mr. A. D. Cairns, have become a factor of great importance to the success of the fruit-grower. They are also of value in handling and preserving the meat and fish supply of the city. The question of providing refrigerating works in connection with the meat and fruit export trade has also been engaging the attention of the authorities for some time past. With that end in view an establishment has already been equipped at Albany and proposals for extensive works at Wyndham in the far north were receiving earnest consideration at the hands of the late Government, and doubtless will equally commend themselves to the present administration.

Besides being Manager of the Refrigerating Works, Mr. Cairns is Controller of Abattoirs, and in that capacity is responsible for the public abattoirs, saleyards, and markets. The only public abattoirs at present are those at Kalgoorlie. In the metropolitan area the work has been carried on privately. For some time past, however, the Government has felt the necessity of bringing the slaughtering of cattle directly under its control, and but for the difficulty of fixing a site the metropolis would ere now have been as satisfactorily served as the goldfields. Recently it has been decided to erect up-to-date abattoirs at North Fremantle, and before very long the department hopes to have them in full swing.

So far as saleyards are concerned, there are at present three which are directly under Government control; they are situated at North Fremantle, Midland Junction, and Kalgoorlie. The lastnamed are run in connection with the abattoirs, and judging from the departmental reports are both a convenience to the people and a safeguard to public health. The North Fremantle yards are gradually superseding those at Midland Junction, both on account of being closer to shipping and on account of their better equipment, facilities having been provided for both day- and night-loading operations. When the system is completed by the construction of abattoirs and export depots, Western Australia will be fully equipped for the handling of meat on a large scale. On this matter the Controller in his report for 1910-11 writes:—"Unfortunately these saleyards lack a very necessary outlet for such establishments—that is, a central abattoir and export depot. These have been laid out, and, when complete, we will have the most compact abattoir and saleyard in Australasia and ample for the needs of the

metropolitan area and the export business for the next twelve years. The whole of this scheme has been hotly disputed, and the site and everything else condemned by those who may be slightly affected by this installation. The whole opposition to this scheme is clearly seen to be that their biggest concern is not so much where the business takes root, as that it does not take root anywhere. The leading articles in the daily press, letters, reports, and general comments, all summed up together, show the absolutely complete inevitableness of this site being specially designed by Nature for this purpose. During a six weeks' visit to the Eastern States, the writer made a thorough inspection of the plans of abattoirs and saleyards at Homebush made by the Government Architect, the existing saleyards and abattoirs under the City Council and Board of Health, together with all the export works on the Harbour. Special attention was also given to the saleyards and abattoirs at Flemington and Melbourne, and the export works at Footscray, Melbourne, and Geelong; and, of course, a week was spent at our next-door neighbour in Adelaide, where new municipal saleyards and abattoirs are under construction.

"Not one of these units in any of the States possesses the natural advantages of North Fremantle. In fact, any of those States would give millions of money to have a site half as good as North Fremantle. The export depot in South Australia had to be built on a swamp to get as near the shipping as we are. Our ground level is 22 ft. above high-water mark. We can reach the shipping over the head of the traffic on the wharf independently, and have none of the disadvantages of shunting or stoppage as seen at most of these Eastern installations, which were erected before the Commerce Act dictated the methods. This new Act deals with the stock from the paddock through the factory into the ship, and North Fremantle is most favoured naturally to comply with the conditions laid down with the smallest outlay of capital."

The only markets under the direct control of the department are the Perth City Markets, which, however, do not constitute the only markets in the metropolis. So far as other markets in the State are concerned they are in a measure under departmental supervision, in that Government Inspectors are charged with the duty of inspecting all meat, fruit, produce, etc., sold therein.

#### RABBITS AND VERMIN BOARDS.

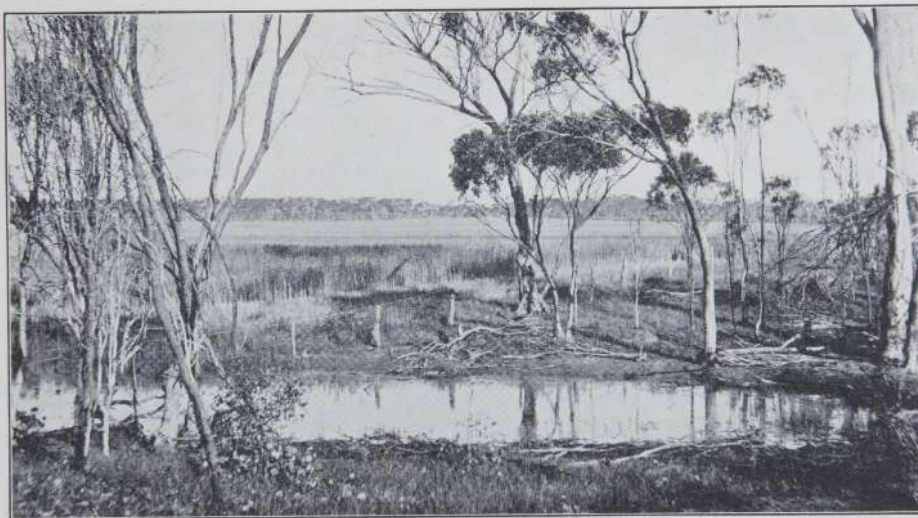
Another phase of departmental activity is to be found in the measures taken to assist the settlers in resisting the incursion of rabbits and in preventing the possibility of damage by "vermin," such as wild dogs, destructive marsupials, and so on. For many years it was firmly believed that the wide expanse of desert would effectually prevent rabbits from crossing from the Eastern States

to Western Australia. When the presence of an occasional rabbit on the eastern goldfields proved the fallacy of that belief the Government proceeded to build a rabbit-proof fence from north to south of the State as a means of protection, and as those with a knowledge of "bunny's" peculiar little ways firmly expected, shortly afterwards rabbits were found west of the fence. This necessitated a further fence, and the two together have certainly been fairly efficient in preventing those troublesome and destructive results from which our Eastern neighbours have so long suffered. The rabbit branch of the department was established to look after this fence, a task which, according to the report of the Chief Inspector, Mr. Alex. Crawford, is one of no little difficulty. At the same time the Government agreed to afford assistance

fencing in of its boundaries, but none of the other boards have, up to the present, gone in for fencing their boundaries.

#### INSPECTION OF STOCK.

The enormous possibilities that lie before Western Australia as a pastoral, dairying, and stock-raising country make the proper and efficient inspection of stock a constant necessity. This has been all along recognized by the Government, though never perhaps so much as of recent years. At present the staff engaged in the work consists of the Chief Inspector (Mr. Robert E. Weir, M.R.C.V.S.), two Veterinary Surgeons (Messrs. J. L. Burns and E. A. Weston), and eight travelling In-



FARM SCENE AT WAGIN.

to those settlers who desired to surround their holdings as a further protection with rabbit-proof fencing. This has been largely availed of, while some of the pastoralists have made their runs secure at their own expense entirely.

The Government has also provided means whereby settlers desirous of fencing whole areas away from the rabbits and of destroying wild dogs and other noxious animals may constitute themselves into a Vermin Board and obtain easy terms from the Government to assist them in fencing. From Mr. Crawford's report we learn that there are now five Vermin Boards in existence, namely, Shark Bay, Gascoyne, Upper Gascoyne, Roebourne and Tableland, and Black Range.

The Gascoyne Board has almost completed the

spectors. These are busily employed in the constant supervision of the flocks and herds of the State and in a close examination of all animals landed, whether they are imported for stock-raising, wool-growing, dairying purposes, or food consumption. To the activity of the inspectors is mainly due the comparative freedom that Western Australia enjoys from serious animal diseases, such as pleuro-pneumonia, anthrax, and swine fever. One of the great difficulties is to cope with the question of tuberculosis among the dairy herds. That it is present there is undoubted proof, and that such a disease is serious in a country with a future in dairying is beyond argument. The best we can say is we are no worse than our neighbours, and that the officials whose duty it is

to cope with the disease leave no stone unturned to prevent tubercular meat or the produce of tubercular cows from passing into consumption. On this particular branch of his work Mr. Weir in his report for 1910-11 says:—"The work of inspecting dairy cattle throughout the State has been carefully carried out during the year, and the elimination from the herds of all dairy cows showing clinical lesions of tuberculosis has been aimed at. Altogether a total of about fifty head has been removed from the dairies, and these have been either isolated or immediately destroyed. The tuberculin test was applied to about 400 cows, and gave reactions varying from 5 per cent. to 25 per cent. in the different herds. In all cases those showing reaction from the test are being weeded out, and their places supplied by healthy animals. The process of the total eradication of the disease must be of necessity a slow one under the most favourable conditions, and especially in our case, where the method of feeding and the difficulty of isolation (in the metropolitan and sub-metropolitan districts) are so favourable to the spread of the disease. Regular inspection and methods of dealing with affected animals will be required for a number of years before the practically complete eradication of the disease can be secured. It is generally recognized that although the heavy-milking breeds are more

subject to the disease than other cattle, yet none are immune when brought into close contact with affected animals."

The total number of livestock imported into the State for 1910 was as under:—

	Overseas.	Interstate.	N.-W. Ports.
Horses	... 22	2,984	556
Camels	... —	6	—
Donkeys	... —	91	—
Cattle	... —	163	30,145
Bulls	... —	26	—
Cows	... —	173	—
Stores	... —	45	—
Goats	... —	44	—
Sheep	... —	15,895	138,434
Rams	... —	5,873	—
Ewes	... —	11,875	—
Pigs	... 3	—	—
Dogs	... 15	182	—
Poultry	... —	326	—

When to the duty of inspecting these, the continual examination of the stock already in the State is added, it becomes evident that the work of stock inspection is both arduous and exacting.

**THOMAS SYDNEY McNULTY**, Under-Secretary to the Department of Agriculture, Western Australia, was born in New South Wales. On leaving college he entered into com-



*Bartolletto, Perth.*

MR. THOMAS SYDNEY McNULTY.

mercial pursuits in the office of a large Sydney firm and after seven years' mercantile experience came to Western Australia during the boom of 1896. In that year he joined the

Public Works Department and held various responsible positions until 1903, when he was selected to fulfil the duties incidental to the post of Secretary of the Goldfields Water Scheme Administration. In June, 1909, he was appointed to take up the work of Under-Secretary to the Department of Agriculture.

**JAMES FREDERICK MOODY**, Fruit Industries Commissioner, Department of Agriculture, Perth, was born at Toorong Road, Hawthorn, Victoria, and received his education at the High School at Kew under Mr. J. H. Thompson, M.A. At the close of his scholastic career he entered a solicitor's office in Melbourne, and having continued there for about four years in 1891 went to Mildura, on the River Murray. Here he occupied the position of overseer for the Mildura Exchange Company for about twelve months, when, joining the firm of Messrs. Chaffey Brothers, he obtained a comprehensive knowledge of nursery work, fruit-drying, and general orchard operations, and during the five years spent in this connection took up a block of twenty acres, which he planted with citrus and other varieties of fruit-trees. Dis-

posing of this he joined Mr. H. B. Russell on his large farm in the Wimmera district, where he augmented his experience by practical work in general agriculture and



*Bartolletto, Perth.*

MR. JAMES FREDERICK MOODY.

received some insight into the pastoral industry in connection with sheep-raising. Three years later he became assistant orchardist at the Hawkesbury Agricultural College

and held this position for twelve months, when he took the management of an orchard on the Penang Mountains, which he worked successfully on the share system, cultivating a large variety of fruit-trees, including the citrus and deciduous species, and vines and passion fruit. His next appointment was that of orchardist and irrigationist to the Kameruka Estate at Bega, New South Wales, owned by Sir R. L. Lucas-Tooth, Bart., and which he held for seven and a half years, the work consisting chiefly of irrigation operations on the lucerne fields and other fodder crops for cattle, and the cultivation of 150 acres of different kinds of fruits, more especially for drying purposes. This period was followed by a year and nine months as manager for the Toomuc Valley Orchard Property Company, Victoria, comprising 210 acres, and the largest export orchard in Australia, having its own cold stores of 30,000-case capacity and its own evaporating plant. On July 1, 1911, Mr. Moody received appointment to his present position under the Western Australian Government, for which his twenty years' experience in the fruit industry has endowed him with every qualification.

**JAMES MILLAR BROCK CONNOR**, Agricultural Commissioner for South-West district, was born at Geelong, Victoria, on December 30, 1871, and is a son of the late Honourable J. H. Connor, M.L.C., who represented Geelong and Western districts in both State Houses of Parliament for over twenty years. The subject of this notice, at the completion of his scholastic studies at Geelong College, became one of the early and brilliant students of the Dookie Agricultural College, where he obtained the gold medals awarded for the best practical-work student, the best dairy student, and for the most up-to-date method of improving the swine herd; also a silver medal for the best entomological collection. A certificated dairy student of the late Professor J. L. Thompson, he is also a certificated dairy supervisor under the Victorian Milk and Dairy Supervision Act of 1903. Previous to joining the Western Australian Department of Agriculture in May, 1911, Mr. Connor was attached to the Department of Agriculture, Vic-

toria, his official title being Agricultural Superintendent. His duties embraced the establishment of experimental and demonstration plots, of manurial and variety test-plots of wheat, cereals, and fodder plants, and the judging of large district farm and forage competitions throughout the State. He brought to the discharge of this office a wide experience gained during several years of successful farming, stud stock-breeding, and dairying on his own account in the Western district of Victoria, where he became known as one of the most noted exhibitors of pure-bred Ayrshire and Jersey cattle, dairy cows, and Welsh cob ponies at the leading agricultural shows. Mr. Connor was in constant request as adjudicator in both dairy cattle and horse sections at



Bartletto,

Perth.

MR. JAMES MILLAR BROCK CONNOR.

these functions throughout the State of Victoria, including the Royal Agricultural Show, Melbourne. His late father had been especially successful in the breeding of Jersey, Ayrshire, and dairy cows, whose milk and butter yield, as proved by the Babcock test, carried off the awards in the milking-test competitions, including three gold medals presented by Lord Brassey at the Royal Show, Melbourne, and the Geelong and Colac Agricultural Shows. Mr. J. M. B. Connor was instrumental in establishing the Lady Talbot Milk Institute's model pure milk farm for infants' milk, situated at Caulfield, one of the finest pure-milk supplies and closer

settlement farms in Victoria. During the past four years he has contributed to the *Victorian Journal of Agriculture* over thirty articles dealing with closer settlement, and these invariably have been reproduced by the agricultural Press in the different States. Always keenly alive to all matters pertaining to agriculture and its allied branches when likely to be of benefit to the rural producers, he held membership in the Victorian Chamber of Agriculture, the Colac Shire Council, was Vice-President of the Colac Agricultural Society successively for two years, and received nomination as its delegate to the Annual Farmers' Convention in three successive years. During the recent tour of the Scottish agricultural commissioners throughout Victoria Mr. Connor was chosen by the Minister for Agriculture to escort them through the State, and he holds a very complimentary letter from the Commissioners expressing the high opinion formed of his experience, expert knowledge of live stock, and general grasp of agricultural affairs, entitling him to give an authoritative statement on a subject so vital to the future prosperity of the various States of the Australian Commonwealth.

**GEORGE LOWE SUTTON**, Wheat Commissioner for the Department of Agriculture, was born at Liverpool, England, in 1872. Arriving at Sydney, New South Wales, at ten years of age his education was completed at the Sydney High School, and upon its conclusion he became engaged in dairy-farming at Liverpool, in Central Cumberland, for about two years. He then took a trip which occupied a year among pastoral areas on the borders of Queensland in order to enlarge his experience, after which he returned to the Liverpool district. Mr. Sutton gave up dairy-farming in order to accept the position of experimentalist at the Hawkesbury Agricultural College in connection with which institution two years later he became lecturer on Agriculture. Here he became associated with the late Mr. William J. Farrar, the Australian wheat-breeder, and had charge of the wheat-breeding plots at the College. After five years' work at the institution he was transferred to Cowra to establish and manage a new experiment farm

with the object of studying and solving the problems affecting the wheat-farmers of New South Wales, and to extend the work of breeding new varieties of wheat specially suitable for Australian conditions.



*Bartletto, Perth.*  
MR. GEORGE LOWE SUTTON.

Shortly after entering on this work the dry farm at Coolabah was placed under his control. This is situated 100 miles outside the present safe wheat belt of New South Wales, and he succeeded in obtaining satisfactory crops with only 3 in. of rain during the growing period. Owing to the inaccessibility of the Coolabah farm it was decided to transfer operations to a more suitable site, and to Mr. Sutton fell the task of arranging the transfer from Coolabah and of starting a demonstration farm of 5,000 acres at Nyngan. Upon the death of the late Mr. William J. Farrer Mr. Sutton was appointed his successor, his duties requiring him to supervise the wheat-breeding at five experiment farms. In 1911 he accepted an appointment by the Western Australian Government as Wheat Commissioner for the Department of Agriculture, and entered upon his duties in May of that year. Already he has formed the opinion held by many whose experience extends over years in this State that Western Australia is destined to become a great wheat-producing country, and possesses a climate capable of producing perhaps the finest wheat in the Commonwealth. Mr. Sutton was one of the members of the Experiment Supervision Committee of the New South Wales

Department of Agriculture. He is an active member of the Australasian Association for the Advancement of Science, and was an examiner in practical agriculture at the Hawkesbury Agricultural College.

ARTHUR HENRY SCOTT, Government Irrigation Expert, Perth, was born at Horsham, Sussex, England, in 1878. He was educated at the Bedford Grammar School, and at the age of sixteen went to sea under a scheme inaugurated by Lord Brassey, visiting Australia twice *via* Cape Horn. He gained some experience in the pastoral industry on sheep-farms in Victoria, as his ship was detained for a considerable period owing to the great maritime strike. His love of the land ultimately induced him to forsake the sea, and he studied farm and market-garden work in the Old Country. Leaving England he proceeded to Renmark, South Australia, and became identified with the irrigation colony. During the seven years passed at Renmark he became familiar with the various processes of fruit culture and undertook the charge of 400 acres of irrigated orchard for absentee owners, besides cultivating his own estate.



*Bartletto, Perth.*  
MR. ARTHUR HENRY SCOTT.

He constructed many of the large irrigation channels for Messrs. Chaffey Brothers, and the grading and preparation of land for fruit-growing occupied a large share of his attention both at the settlement and in the surrounding districts. After

a very successful experience in this line Mr. Scott further enlarged his knowledge of irrigation by visiting the chief centres of cultivation, where workable schemes have been brought to perfection, and in pursuit of this expert experience made two journeys to the United States, visiting also Canada, Mexico, and Northern Italy. He has also been connected with several business ventures in this State, and has made six trips between the Old Country and Australia. The knowledge thus gained has found practical outlet in various parts of Australia, Mr. Scott having been employed to carry out irrigation schemes on several estates in Victoria and New South Wales. In 1907 he joined the Western Australian Government Service in a temporary capacity to put into operation an experimental scheme of irrigation on the Brunswick State Farm, which from its inception has been a marked success, and in 1909 received appointment to the permanent post which he now holds.

ADRIAN JEAN DESPEISSIS, M.R.C.A., formerly Commissioner of Tropical Agriculture for Western Australia, was born in December, 1860, at Mauritius, and educated in his native place at the Royal College, an institution affiliated with the London University. Soon after leaving college he was entrusted by the Government of Mauritius with a responsible mission to India, where the beet-sugar importers from Germany were competing in the Indian market with the producers of cane-sugar from his native country. On his return from India he was appointed Executive Commissioner for the island at the Indian and Colonial Exhibition in London. He then decided to learn the science and technique of agriculture, and after three years' study in England was awarded the membership of the Royal Agricultural College, coming out with honours, and also the diploma of the Royal Agricultural Society of England. After some study at the National Agronomic Institute and at the Pasteur Institute in Paris, where he made a special research in experimental fermentations, he gained practical experience in vine-growing and wine-making at Messrs. A. & W. Gilbey's vineyards in the Medoc, as well as taking a special course at the Montpellier School of Viticulture. About

this time he was offered the position of viticulturist to the State by the New South Wales Government, and proceeding to Sydney he entered upon his duties in connection with the vine and fruit-growing industries of that sub-tropical country. Four years after receiving this appointment the Bureau of Agriculture in Western Australia arranged with the New South Wales Government for the loan of Mr. Despeissis' services for a period of nine months, and this eventually led to his engagement as vine and fruit expert to the Government of the Western State. A few years ago he visited Algeria, Spain, and Portugal to inquire into the methods of agriculture in those warm countries, and on his return to Western Australia was given the post of Under-Secretary and Acting-Director of Agriculture. Later he was appointed Commissioner of Tropical Agriculture, and while holding this office visited North Queensland, the Federated Malay States, Singapore, and Java, returning *via* Port Darwin, in order to study the methods adopted by the agriculturists of these tropical countries. Mr. Despeissis afterwards visited the northern districts of the State, and covered overland the distance between Carnarvon and Wyndham. He is a mem-

ber of several Australian Scientific Societies and has contributed largely to agricultural reviews and magazines both in New South Wales and this State, besides having published a comprehensive treatise



Bartletto, Perth.  
MR. ADRIAN JEAN DESPEISSIS.

on the horticulture and viticulture of Western Australia. In 1901 he married Letitia Ellen, daughter of the late Mr. Alexander Wyndham, of New South Wales.

ROBERT EDGAR WEIR, M.R.C.V.S., Veterinary-Surgeon and Chief Inspector of Stock for Western Australia, was born at Campbelltown, Scotland. He was educated at the Normal School, Glasgow, afterwards studying for his profession at the Veterinary College in the same city. After some six months' preliminary experience in his native country in 1882, he came to Australia and settled at Ballarat, Victoria, where he practised his profession for about eight years. Being offered a Government appointment at Fremantle as stock inspector he migrated to the Western State and took up the arduous duties of veterinary officer to the Stock Department and the investigating of the diseases of stock in all parts of the State. After being stationed at the Port for about six years he was appointed to the post of Chief Inspector of Stock, rendered vacant by the resignation of Mr. Morton Craig. Mr. Weir was appointed a member of the first Board created under the Veterinary Act of 1911. He is a member of the Royal Agricultural Society of Western Australia and of the Sanitary Institute, being on the Council and Committees of both Societies.

### AGRICULTURAL BANK.

When the Premier of the day (Sir John Forrest) decided in 1894 to bring into existence an Agricultural Bank to assist in the development of rural industries, he "built better" than even he contemplated at the time. From small beginnings it has grown to be the very king pin of agricultural settlement, and many a successful farmer owes his present enviable position to its assistance.

Passed in 1894 as an experimental measure, the Act was repeatedly amended, always in the direction of enlarging its scope, until 1906, when a new and comprehensive enactment took the place of all former ordinances. The method of administration which had formerly been carried out by a manager with the assistance of trustees was remodelled, and the Manager (Mr. Wm. Paterson) became Managing Trustee, with Mr. A. McLarty as Deputy-Managing Trustee and Messrs. A. R. Richardson and F. V. Cooke as Co-Trustees with Mr. Paterson.

Even since 1906 it has been found necessary, in order to meet the growing demands of settlement, to make various amendments, the last being made in January, 1912. This amending Act, under which the scope of the

Bank's operations has been revised, provides that the capital of the concern, which in 1894 was £200,000 and had been periodically increased by further authorizations, should be raised to £3,000,000—in itself an eloquent testimony not only to the success of the work of the bank, but also to the enormous agricultural expansion of the past fifteen years. Subject to the provisions of the principal Act, "the bank may make advances to persons engaged in the business of farming or grazing, or in agricultural, horticultural, or pastoral pursuits, to an amount not exceeding £2,000, or in any industry that the Governor may by proclamation declare to be a rural industry, for any purpose incidental to or in aid of any such business, pursuit, or industry, including the erection of a dwelling-house for the borrower on any land occupied or used by him in connection with such business, pursuit, or industry: provided that no advance shall be made to any borrower for the purpose of any proclaimed rural industry to an amount exceeding a sum to be limited by such proclamation." Applications for advances have to be made in a prescribed manner, and the advances are



made by progress payments, the Managing Trustee having the right to refuse to continue instalments if the money is not being rightly applied. The loans have a currency of thirty years, but may be repaid earlier if the borrower desires. Interest is calculated at the rate of 5 per cent., and for the first five years only the interest is charged; after that interest and capital must be repaid by half-yearly instalments extending over 25 years.

By co-operation with the Lands Department the bank is enabled to determine before selection whether the land being offered will justify development, and to allot the amount which will be advanced. This is of

great benefit to the new settler, as it provides him with working capital and relieves him from any anxiety as to whether the land will stand inspection by the bank.

The annual report for 1910-11 shows that on June 30 of the latter year there were 6,228 accounts current at the bank; that there were 2,839 applications for loans totalling £534,650; that £283,158 was actually advanced and £242,307 repaid, thus leaving the large amount of £976,811 on loan to the settlers on that date.

The amount advanced has been applied, as prescribed by the 1910 and previous Acts, to the following purposes:—

	For year ended June 30, 1911.	Total amount to date.
	£ s. d.	£ s. d.
Liabilities taken over ... ..	4,517 19 4	64,028 17 9
For purchase of stock ... ..	25,825 0 0	147,550 3 0
For purchase of plant ... ..	—	6,494 0 0
For purchase of implements ... ..	1,572 4 2	1,833 9 2
For purchase of fertilizers ... ..	—	3,278 0 0
For developmental purposes ... ..	251,243 13 1	1,317,057 1 9
	£283,158 16 7	£1,540,241 11 8

*The improvements effected by farmers, with the assistance of the bank's funds, are as follows:—*

	Year ending June 30, 1911.		Total to date.	
		Costing. £ s. d.		Costing. £ s. d.
Clearing ... ..	123,868 acres	126,205 10 6	727,384 acres	1,021,306 0 0
Cultivating ... ..	—	—	213,042 acres	120,491 0 0
Ringbarking ... ..	241,542 acres	26,627 11 3	1,137,409 acres	107,676 0 0
Fencing ... ..	198,374 chains	57,348 11 2	1,029,968 chains	297,077 0 0
Draining ... ..	—	443 16 0	—	5,386 0 0
Water supply ... ..	—	17,194 7 1	—	78,581 0 0
Buildings ... ..	—	—	—	83,868 0 0
Orchard ... ..	—	—	321 acres	4,321 0 0
Blackboy and Poison grubbing ... ..	13,826 acres	1,974 3 0	48,246 acres	10,585 0 0
		£229,793 19 0		£1,729,291 0 0

ALEXANDER ROBERT RICHARDSON, one of the Trustees of the Agricultural Bank, was born at Islington, England, in the year 1848, his father being the Rev. Thomas Elliott Richardson, M.A., of Glasgow University, who came out to Australia in the early days and was well known as a Presbyterian minister for many years in Victoria, and latterly as editor of *The Portland Guardian* newspaper. Mr. A. R. Richardson was educated at various schools in Victoria, and at the age of seventeen accompanied a party of five young men, including himself and his brother, and Messrs. Anderson, Grant, and Edgar, on a pioneering trip to the Nor'-West of Western Australia. Chartering the ship "Maria Ross" they took with them 1,600 ewes, ten horses, and sta-

tion outfit and supplies, and landed at Tientsin Harbour (Cossack Bay), the port of the Roebourne district, where they secured a lease of over 200,000 acres and formed the Pyramid Station. Four years later Messrs. Grant and Anderson went out of the partnership, and the management of the station fell upon Mr. A. R. Richardson, who continued to control operations until 1876. Two years prior to this date he had married Ellen, daughter of Mr. John Wellard, a widely known and respected pioneer, who owned a farm at Serpentine. Having arranged with his brother and Mr. Edgar for the appointment of a manager for Pyramid, being anxious to give his wife more of the comforts of civilization than could be enjoyed in the back country, Mr. Richardson pur-

chased this property from his father-in-law, and taking up his residence there proceeded to develop and improve the estate. In 1880 he was instrumental in the formation of a company to take up a considerable area of pastoral leaseholds from the Crown on the Fitzroy River in the Kimberley district, explored by the late Mr. Alexander Forrest in the previous year. This enterprise became known as the Murray Squatting Company, and under Mr. George Patterson as manager gave considerable stimulus to the opening up of the rich lands in this remote region. Pastoral enterprise might almost be termed a passion with Mr. Richardson, who at another period took up virgin country not far from Port Hedland, when as yet no port existed, and formed the Boodarrie

Station conjointly with Mr. J. Pierce Wellard, his brother-in-law, who became resident manager. In 1883, after personal inspection, he purchased Mardie Station on behalf of the Company. Other ventures of a similar nature were engaged in, and in 1904 Mr. Richardson visited the Broomehill district, with the possibilities of which he was impressed. Securing several blocks he established three of his sons on the land, and with their valuable assistance many improvements have been effected and a flock of high-class merino sheep established. Mr. Richardson, while still a young man, became interested in the affairs of local administration, and at various times filled the post of Chairman of the Northern Roads Board, of which he was elected a member in the seventies. Upon settling nearer to the capital he turned his attention to politics and was returned to represent the interests of the Northern district in the old Legislative Council in 1887, his colleague being the Honourable S. Burt. Upon the inauguration of responsible government he stood for De Grey electorate in the House of Assembly, and upon the retirement of the Hon. W. E. Marmion from the office of Minister of Lands accepted the portfolio in December, 1894. In 1897 he resigned his portfolio and his seat in Parliament.

**FRANK VAUGHAN COOKE**, J.P., Trustee of the Agricultural Bank, Perth, is a son of the late Mr. Henry John Cooke, and was born in 1872 on his father's farm at Northam, his grandfather being the late Mr. John Taylor Cooke, an early settler and owner of the property "Newleyne" at Northam, and his father a well-known man in the pastoral world. The gentleman under review was educated at Mr. H. Briggs' Grammar School at Fremantle, and subsequently served his apprenticeship to commercial life as a junior in an office at that seaport. At a later period he returned to the calling of his fathers, and after having obtained considerable experience in contracting and general country work in the northern districts, in 1894 acquired the property of "Stoney Ridges," near Northam, which has since been developed and increased to 3,000 acres. Mr. Cooke has met with considerable success as an agriculturist and has 1,000 acres

under cultivation annually, the average yield being from 14 to 15 bushels of wheat to the acre. He also engages in fat-lamb raising, which he has found a profitable branch of

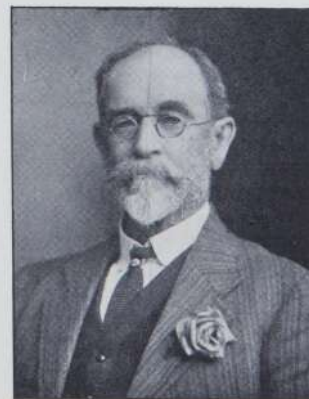


*Bartletto.* *Perth.*  
MR. FRANK VAUGHAN COOKE.

the industry. He has interested himself in public matters, and is a Vice-President of the Agricultural Society of Northam, to the affairs of which he gives his close attention. In November, 1908, he was appointed one of the Trustees of the Agricultural Bank of Western Australia.

**WILLIAM PATERSON**, Manager of the Agricultural Bank, Perth, is a son of the late Mr. Nicol Robertson Paterson, formerly of Stromness, Orkney, Scotland, a well-known merchant of Fremantle, who afterwards owned and farmed a property of 12,000 acres at Pinjarra. Mr. Paterson was born at the latter place on June 21, 1847, and received his preliminary education at Fremantle, concluding his scholastic studies at a private academy in Birmingham, England. In 1864 he returned to Western Australia and entered upon agricultural pursuits on his father's property, continuing the management of the estate in conjunction with his brother, after the death of the late Mr. Paterson, until 1882. About this time the brothers joined issue with Messrs. A. R. Richardson, T. R. Elliot, and J. Cornish in pioneering work in the Kimberley district, and

took up land on behalf of a Company on the Fitzroy River, which was afterwards sold and a property on the Fortescue River, in the North-West, secured. Mr. Paterson was among the earliest to form a favourable opinion of the pastoral possibilities of the Kimberley district, and the cattle brought there by him were the first placed in those areas. After a few months he returned south and subsequently was engaged in the management of a foundry for a short time in Perth. Country life, however, reassumed its attractions, and he left the city to reside on his property at Whitby Falls, Jarrahdale. In 1889 Mr. Paterson entered Parliament as representative for the Murray and Williams district, which he continued to represent for five years. In 1894 he played a prominent part in the drawing up of the Bill inaugurating the foundation of the Agricultural Bank, and by the express wish of both sides of the House was offered and accepted the position of Manager, which post he has continued to fill. The gentleman under review is a Justice of the Peace for the whole of Western Australia, having received his commission in 1889. He is Chairman of the Lands Board and of the Railway Advisory Board, having at an earlier period occupied a seat on the Murray Roads Board



*Bartletto.* *Perth.*  
MR. WILLIAM PATERSON.

for nearly twenty years. In 1872 he married Susannah Sarah, daughter of Mr. W. Chidlow, one of the pioneers of the Western State, and has two sons and three daughters.

EDWARD AUBREY McLARTY, Deputy Managing Trustee of the Agricultural Bank of Western Australia, is a native of this State, having been born at Pinjarra in



Bartletto, Perth.

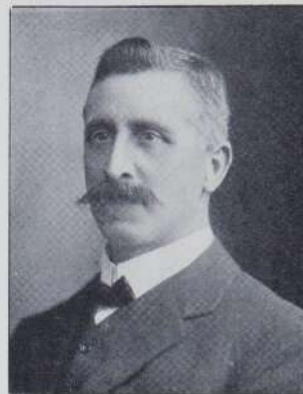
MR. EDWARD AUBREY McLARTY.

1875. He received his educational training at the State school and Fremantle Grammar School, and at the conclusion of his schooldays became engaged in agricultural pursuits

near his birthplace until reaching the age of twenty-one years. He then entered the service of the Agricultural Bank in 1897, beginning with a clerkship and steadily rising in the service until in 1910 he was promoted to his present position.

ARTHUR GEORGE HEWBY, J.P., Chief Inspector of the Agricultural Bank, Perth, was born at London in 1867 and received his scholastic education in the same city, with a supplementary course at Portsmouth, where he made a special study of naval engineering. In 1888 he came to Western Australia and was associated with Mr. E. Keame in land surveys and railway construction, continuing in this connection for the entire period that the Midland Railway was being built, with but one exception during the temporary cessation of the work, when he engaged in land surveys for Messrs Crossland & Hardy. After the completion of the important enterprise referred to Mr. Hewby turned his attention to agricultural pursuits in the Gin Gin district for five and a half years, but relinquished this industry and subsequently undertook the supervision of some of the construction work in connection with

the Coolgardie water scheme. Ultimately he became inspector on the first section, from Mundaring to Merriken, and in 1904 was transferred to the Lands and Surveys De-



Bartletto, Perth.

MR. ARTHUR GEORGE HEWBY.

partment as Land and Agricultural Bank Inspector, receiving his present appointment in 1907. Mr. Hewby is a member of the Railways Advisory Board.

### Mines Department.

Up to the time of the enormous expansion in mining due to the gold discoveries of the early nineties, the control of such mining operations as existed in Western Australia was part of the work of the Lands Department. With the discoveries at Yilgarn, Coolgardie, and Kalgoorlie, however, there grew up such a large branch of administrative work that in December, 1894, the Government decided to form a separate Department of Mines, the first Minister of Mines being Mr. (now Sir) Edward Horne Wittenoom and the first Under-Secretary Mr. Henry T. Prinsep. The succession of responsible Ministers since that time is as follows:—

Minister of Mines.	From	To
Sir Edward Horne Wittenoom ...	Dec. 4, 1894	Apr. 28, 1898
Henry Bruce Lefroy ...	Apr. 28, 1898	May 27, 1901
Henry Gregory ...	May 27, 1901	Nov. 21, 1901
Henry Gregory ...	Dec. 23, 1901	Aug. 10, 1904
Robert Hastie ...	Aug. 10, 1904	June 7, 1905
William Dartnell Johnson ...	June 7, 1905	Aug. 25, 1905
Henry Gregory ...	Aug. 25, 1905	Oct. 7, 1911
Philip Collier ...	Oct. 7, 1911	Still in office

The history, development, present position, and future possibilities of mining as an industry in the State will be fully dealt with elsewhere; we are here more immediately concerned with the department as a large branch of Government activity. The Mines Department, in addition to the general administration of mining, is charged with the control of the following branches:—Explosives and Analytical, Inspection of Machinery, Mines' Water Supply, Mining School, State Batteries, and, perhaps the most important of all, the Geological Survey of Western Australia.

The principal administrative officers of the department are:—Under-Secretary, Mr. Henry S. King; State Mining Engineer, Mr. Alexander Montgomery, M.A.; Chief Clerk, Mr. M. J. Calanchini; Inspecting Surveyor, Mr. T. J. Breen; Registrar, Mr. S. Roberts; Chief Inspector of Machinery, Mr. C. J. Mathews; Engineer of Water Supply, Mr. P. V. O'Brien; Superintendent of State Batteries, Mr. A. M. Howe. In addition to these, each goldfield is under the charge of

a Warden, who in the majority of cases is also the Resident Magistrate of the district.

The Acts in force relative to mining are:—

- (1) The Mining Act, 1904.
- (2) Sluicing and Dredging for Gold Act, 1899.
- (3) Mines Regulation Act, 1906.
- (4) Coal Mines Regulation Act, 1902.
- (5) Mining Development Act, 1902.
- (6) Mines and Machinery Inspection Act, 1911.

The last-named Act was assented to on February 16, 1911, and provides for the conferring on a Chief Inspector or Inspector appointed under the Mines Regulation Act, 1906, the Coal Mines Regulation Act, 1902, or the Inspection of Machinery Act, 1904, of all or any of the powers of the Chief Inspector or Inspector, as the case may be, under all or any of the said Acts, subject to such conditions and restrictions as may be deemed fit.

Speaking generally, it must be admitted that the mining industry in the State is generously governed with the object of affording every possible encouragement to development. There is probably no country where the mining laws are more complete and less oppressive; evidence of this may be found in the fact that Mr. A. C. Veatch, Special Commissioner appointed by the United States Government to report upon Australian mining laws, after thorough investigation pronounced the Western Australian law to be wonderfully complete and well balanced.

One of the special phases of the work of the department is the provision made under the Mines Development Act, 1902, for the development of mineral leases. Parties working approved mines are enabled to obtain loans to assist in developing them and equipping them with machinery, the loans, secured by mortgage on the property, to be repaid if success follows the efforts of the party. Advances are also made to persons erecting public crushing plants, to boring parties, to those who have to cart the ore long distances, and to those who are developing mines below the level of 100 ft. from the surface or below the waterline. Prospectors desirous of opening up new country may also, under certain conditions, secure assistance in the way of camels, horses, and carts. Under this Act the department in 1911 expended £8,519, and at the end of that year the amount outstanding by way of loans and interest was £28,877, while £14,651 had been written off as irrecoverable.

#### STATE BATTERIES.

Another extremely useful sphere of departmental activity is the State battery system, established on a scale unequalled elsewhere. This movement is particularly valuable to prospectors endeavouring to develop the finds they have discovered. As soon as reasonable

prospect of permanency is assured the Government provides treatment works suitable to the peculiar nature of the ore in the locality, and thus affords the prospector the opportunity of paying his way out of the stone raised, without incurring liability, which he would probably be unable to meet, in the way of providing plant for himself.

From the Report of the Department for 1911 we learn that the number of State batteries existing at the close of the year was thirty-three, as compared with thirty-four during 1910, the 10-head mill at Kalpini having been dismantled and removed to Linden for erection to take the place of the unit stamp.

From the inception of the battery system to the end of 1911 gold and tin to the value of £3,733,939 have been recovered at the State plants; 843,780 tons of gold ore were treated and produced £3,146,990 worth of gold by amalgamation, £429,274 worth by cyanidation, £88,974 from slime treatment, and 51,553 tons of tin ore produced tin to the value of £68,701.

During the year the gold ore treated was 59,373 tons for 56,265 fine ounces, and in the preceding year 89,278 tons produced 80,074 fine ounces.

The working expenditure for all plants during the year totalled £60,061 11s. 5d., and the revenue £53,321 19s. 5d., which, after including £750 17s. 6d. for additions, etc., and paid from revenue, shows a loss of £7,490 9s. 6d. on the year's operations. The capital expenditure from the inception of the scheme was £290,732 13s. 8d., £91,981 1s. 8d. being paid from revenue and £198,751 12s. from loan. The cost of administration for the year was £3,764 3s. 10d., as against £3,891 16s. 8d. for 1910.

The working expenditure from inception to December, 1911, exceeds the receipts by £28,870 8s. 2d.

#### MINES WATER SUPPLY.

The Coolgardie water scheme was, of course, primarily undertaken with the object of supplying ample water to the eastern goldfields, but in addition to that the State maintains a mines water supply branch of the Mines Department, the function of which is to make arrangements for the supply and conservation of water throughout all the areas where mining is carried on. As soon as a new discovery is reported the district engineers of the department set well-sinking and boring parties to work, so as to make provision for whatever population may be attracted to the find. If the find turns out to be permanent, then larger schemes for supply and conservation are entered upon, and when completed placed under the control of local Water-Boards. The branch also undertakes the work of surveying, clearing, and forming roads throughout the fields, and controls the operations of the diamond drilling plants.

"The work of the mines water supply for the year," says the Engineer's Report for 1911, "consisted of surveys for and construction of tanks, reservoirs, pipe lines, and conservation of water generally; boring for water and minerals; sinking wells for towns, roads, prospectors, and mining camps; construction of stock routes; clearing tracks and roads; collection of revenue from water sales; investigations and reports on requests relative to water supply on or about the mineral belts of Western Australia; maintenance of all existing water supplies."

The summary shows that 162 bores were put down by hand and six with the diamond drill; that fourteen new wells were sunk and ten new tanks (the capacities ranging from 40,000 to 4,000,000) were constructed, two of them being on the agricultural areas. At the close of the year there were in all forty-nine water stations leased, 1,353 watering stations on the department's list, and about 250 men employed on the work.

#### INSPECTION OF MACHINERY.

The administration of the Inspection of Machinery Act, 1904, though wider in scope than mining, is placed under the Department of Mines, as being the department most concerned by its operations. The Chief Inspector of Machinery (Mr. C. J. Mathews), who is responsible for the proper observance of the Act, is also charged by it with the inspection of boilers, the examinations for engine-drivers' certificates, and the necessary inquiries in the case of injury or death from machinery accidents.

The Chief Inspector is assisted in his work by seven District Inspectors, and for convenience the State is divided into ten machinery districts. During the year 1911 these inspectors travelled 39,340 miles in the course of duty, making 3,559 inspections of boilers and machinery.

#### STATE MINING ENGINEER.

There is probably no more important office held under the Minister for Mines than that of the State Mining Engineer, at present occupied by Mr. Alexander Montgomery, M.A., F.G.S., who is responsible for practically the whole mining system as an industry, and also for the proper inspection of all mines under the Mines Regulation Act, 1906, and the Coal Mines Regulation Act, 1902. Assisted by a staff of nine Inspectors of Mines he keeps a thorough check on all mining operations, examines and tests all mining machinery, surface and underground workings, and generally supervises the industry in the interests of the miner, the public, and the Government. It is also his duty to advise the authorities upon applications for loans or subsidies under the Mining Development Act and the

Mining Development vote, and to act as Chairman of the Board of Examiners for colliery managers under the Coal Mines Regulation Act, 1902. Mr. Montgomery, who has held the position since 1902, came to Western Australia well fitted for his work by extensive experience gained in New Zealand and Tasmania.

#### EXPLOSIVES AND ANALYTICAL.

The Explosives and Analytical Office is another of those branches of State administration which for convenience sake is placed under the Department of Mines, although its operations are far from being confined to that department. As Chief Inspector of Explosives Mr. Edward A. Mann no doubt comes into close touch with mining, especially as he is usually called upon in addition to those duties to act upon all Boards of Investigation connected with the mining industry where the advice and assistance of an expert analyst and investigator is required. As Government Analyst Mr. Mann is practically at the disposal of all State Government Departments, and very often of the Federal Customs. Under the various liquor laws his analyses as to purity and genuineness are constantly required; under the new Health Act he is *ex officio* a member of the Advisory Board on Pure Foods; investigations in agriculture and the possibilities of the soil repeatedly demand his attention; and the distasteful work of performing analyses in the interests of criminal investigation also falls to his lot. No better evidence of the comprehensive nature of his duties can perhaps be afforded than the lists showing the analyses conducted during 1911 and the various departments for which they were performed:—

##### General Classification of Analyses.

Explosives	4,750
Spirits	290
Waters (general)	141
Soils	70
Fertilizers	275
Rocks	33
Essences	52
Oils	221
Foodstuffs and Miscellaneous	351
Sewage	310
Wheats and Flours	22
Criminal Investigations	54
Lime	45
Fabrics	12
Vinegar	12
Medicinal Compounds	51
Milks	720
Kerosine, Benzine, Turpentine, etc.	125
Butter	104
Hydrometers	37
Stomachs (human)	9
Matches	45
Dairy Thermometers	98
Cheese	42
Metals	17
Waters (special)	95
Bread	15
Total	7,966

*Departments for which Work was performed.*

Customs ... ..	982
Agricultural ... ..	288
Crown Law ... ..	77
Inspector of Liquors ... ..	80
Mines ... ..	95
Works and Railways ... ..	451
Goldfields Water Supply ... ..	130
Public Health ... ..	946
Private Analyses ... ..	44
Miscellaneous ... ..	153
Explosives ... ..	4,750
<b>Total ... ..</b>	<b>7,996</b>

In his professional capacity Mr. Mann has the assistance of an Assistant Government Analyst (C. E. Stacy), Assistant Inspector of Explosives (T. N. Kirton), and ten analysts.

**WESTERN AUSTRALIAN SCHOOL OF MINES.**

In a country such as Western Australia, possessing one of the richest mineral belts in the world, it is only

of the school, and a main building at Kalgoorlie, which was commenced in April, 1903, was completed at the end of the year. Lectures in several subjects were given from the beginning of November, 1903, but on the completion of the school, early in 1904, lecture work was systematically entered upon in all School of Mines subjects, with a full staff of lecturers and a good equipment, and the Coolgardie branch was closed.

In accordance with the recommendation of the School of Mines Commission, and following out the wishes expressed by the mining men on the goldfields, the School of Mines has been placed under the direct control of the Mines Department, which will issue diplomas and certificates to students complying with the regulations.

*Location.*—The School of Mines at Kalgoorlie is built upon about two and a half acres of ground on the block between Egan, Cassidy, and Macdonald Streets,



THE BOULDER MINES FROM MARITANA HILL, 1902.

to be expected that a fully-equipped School of Mines would be found capable of holding its own with at least any school of its kind in Australia. The institution at Kalgoorlie amply fulfils this expectation, and the account of its history and scope as set out in the Director's Report for 1911, from which we have made copious extracts, forms instructive and interesting reading:—

The School of Mines of Western Australia was started in November, 1902, in the Exhibition Buildings at Coolgardie, where classes were regularly conducted up to the end of 1903. In the meantime plans and specifications were drawn up by the Public Works Department from drawings and notes supplied by the Director

and consists of several buildings for the conduct of different portions of the work. The main structure is a commodious one-storey building 104 ft. by 140 ft. in the form of a square enclosing a central quadrangle. The right wing consists of assaying, chemical, and metallurgical laboratories and balance-rooms, the left wing of lecture-rooms for mathematics, surveying, mining, physics, drawing, mechanics, etc., all being adequately equipped with the necessary appliances for the proper instruction of the students.

In the western angle of the schoolground a brick building suitable for the combined purposes of a museum and for classrooms in geology, petrology, etc., has been erected. The museum room is 70 ft. by 30 ft. in size,

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the geology classroom adjoining is 40 ft. by 27 ft., and provision has been made for such extensions as may be necessary in the future. At the back of the main school, and detached from it, are the electrical and mechanical engineering lecture-rooms, the machine shops for fitting and turning, and the classroom for engine-driving.

The school, by its position in the centre of one of the chief goldfields of the world, offers exceptional opportunities to students to become acquainted with the most modern methods of mining, mechanical equipment, and ore treatment, and the managers of the mines and mills at Kalgoorlie, many of them School of Mines men, have at all times assisted the students to gain the practical knowledge which is the necessary accompaniment of a course of lectures at a School of Mines.

The school was established primarily to give instruction to those engaged in mining occupations, and its laboratories have been equipped and the classes arranged so as to give a thorough technical and practical training, thus enabling students to qualify for responsible positions in the industry. At the same time it offers facilities for general education, more particularly in elementary science, which ought to be even more largely taken advantage of than it is.

There is excellent equipment for both theoretical and practical teaching in chemistry, assaying, metallurgy, physics, mining, surveying, geology, mineralogy, petrology, drawing, applied mechanics and mechanical engineering, electrical engineering and practical electricity, fitting and turning, and engine-driving. Attached to the school is a museum, in which there is being gathered together a valuable collection of samples of Western Australian minerals which is proving of considerable assistance to the prospector, the student, and, indeed, to every mining man on the fields. These, along with several special collections of rocks and minerals obtained from reliable European and American sources and samples of economic and metallurgical products from Broken Hill, New South Wales; Mount Bischoff, Tasmania; Port Pirie, South Australia, etc., have now been displayed in suitable cases, and form a very instructive exhibit, which is constantly being added to by donation and by purchase.

The work of the school is divided into two sections—preparatory work and course work. The preparatory classes which have been established in mathematics, physics, chemistry, geology, and drawing are proving successful and are attracting a number of students who are able to attend regularly throughout the whole year. By attendance at these classes the younger students obtain an excellent preparation in elementary principles which will enable them to proceed with advantage to the more advanced work of the regular courses. Boys leaving the State schools may attend the preparatory

classes either during the daytime or at night, and so have the opportunity of obtaining a training in science which might well be embraced not only by the youths who intend to follow mining as a profession but also by those who desire to obtain some secondary education before entering upon the serious business of life. As the best students at the regular classes of the School of Mines are those who come equipped with a knowledge of the fundamental principles underlying the class work, the preparatory classes deserve every encouragement, and it is gratifying to find that during the past year they have attracted a fair number of students, many of whom have done excellent work.

The course work is divided into three sections, in each of which a Diploma of Associateship is conferred:—

- (a) Mining.
- (b) Metallurgy.
- (c) Mechanical and electrical engineering.

Each full course of study for an associateship in either of these divisions will require three years for a student devoting his whole time to study, and in conjunction with the one year of practical work is calculated to qualify him to enter upon responsible work about a mine treatment or mechanical plant.

As far as possible the class subjects are treated from a practical standpoint, and the lectures will be illustrated by periodical visits to the mines and plants, the proximity of which to the School of Mines now established on the goldfields affords an excellent opportunity to students to enter into the practical application of much of the work covered by the lectures.

A two years' course for the Assayer's Certificate has been arranged for students who may be unable to attend the full course in metallurgy.

To meet the requirements of the mines regulations bearing on mines surveys and plans, a two years' course for a Mine Surveyor's Certificate has been provided.

Students taking an Assayer's Certificate are recommended to also study the extra subjects required for the Mine Surveyor's Certificate.

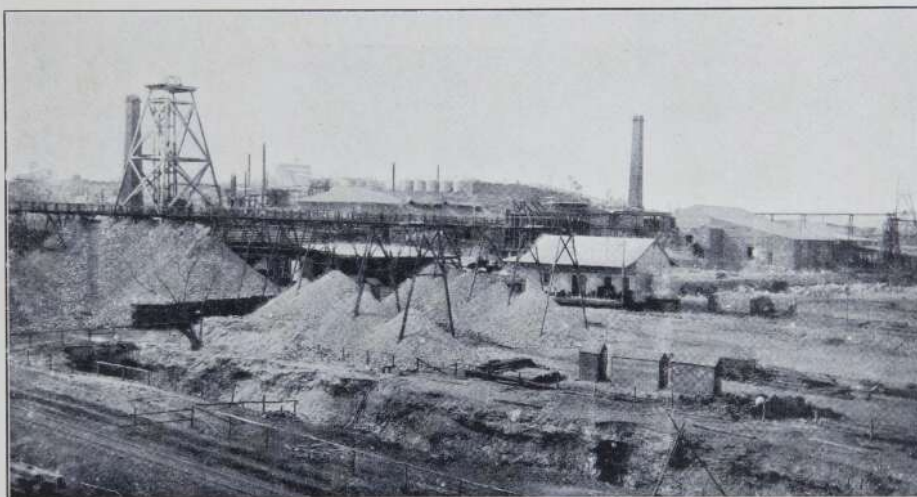
To meet the requirements of students working in the mines and plants, all the classwork is duplicated by repeating in the evening the lectures held during the day, and students unable to enter upon a full course in either division for the Associateship are afforded opportunities of taking a partial course of study in the subjects more immediately useful to them.

*Scholarships.*—Valuable scholarships, arranged upon a liberal scheme, are offered for competition by the Mines Department. These comprise a Junior, an Entrance, and a Senior Scholarship, tenable for one,

three, and two years respectively, as well as six bur-saries for second- and third-year students. The Junior Scholarship is intended for those who have not already attended classes in any School of Mines subjects, and successful candidates are expected to at once enter upon classes in preparatory mathematics, chemistry, physics, geology, and drawing as laid down in the School of Mines syllabus. The Entrance Scholarship is open to students who are attending the preparatory classes in School of Mines subjects, and the Senior Scholarship is for competition by those who are completing the first year's course for one of the Associateships. In addition the Chamber of Mines of Western Australia provides three annual scholarships, and Mr. Neil McNeil provides one for competition among first-year students.

Mine Surveyor's Certificate have obtained positions as assistant surveyors. Several other students have obtained positions in connection with the electrical plants, and several have been appointed metallurgists and assayers on the mines. It is distinctly encouraging to the present students and those who in the future will take up a course of study at the school that those students who have been through a set course of study at the local School of Mines are so well able to take their place in outside practice."

The teaching staff, in addition to the Director, Mr. F. B. Allen, M.A., B.Sc., who is also Director of Technical Education in the State, consists of Thomas Butement, A.O.U.S.M., Assistant Director, Lecturer in Mining and Surveying; B. H. Moore, B.Sc., F.S.A.S.M.,



THE GREAT BOULDER GOLD MINE, 1902.

Thus it will be seen that the school is not only admirably equipped for training, but offers every facility to the student to gain that knowledge necessary for a successful career in mining and other technical industries. That it is achieving that object is evident from the Director's Report:—"The students," he says, "continue to secure responsible positions, which in many cases have been obtained directly as a consequence of the technical training given at the school. During the year several students who have taken the course for the

Lecturer in Metallurgy, Chemistry, and Assaying; A. F. Heseltine, B.Sc., F.S.A.S.M., Assistant in Engineering and Lecturer in Mathematics; C. O. G. Larcombe, Assoc. S.T.C., F.G.S., Lecturer in Geology, Mineralogy, etc., and Curator of Museum; M. Copland, B.M.E., Lecturer in Engineering Subjects, Drawing, etc.; D. McDougall, A.I.E.E. (Lond.), Lecturer in Physics, etc.; Charles Bircher, Instructor in Electrical Engineering, Practical Electricity, Engine-driving, etc.; J. Murray, Instructor in Fitting and Turning.

HENRY SANDFORD KING, Under-Secretary to the Department of Mines for Western Australia, was born in May, 1862, at Creswick, Victoria. He was educated first at

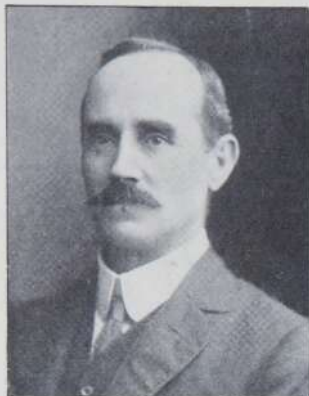
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the Geelong Grammar School and afterwards at Wesley College, Melbourne, Victoria. His schooling finished, he decided to take up the profession of surveying, and with

that end in view entered the Lands Department of Victoria, finally passing his examinations as licensed surveyor in 1883. In the following year he came to Western Australia



and was employed for several years on the trigonometrical surveys in the northern parts of the State. In 1887 he was appointed staff surveyor in the Lands Department, and two years later made



*Bartletto, Perth.*  
MR. HENRY SANDFORD KING.

mining and other surveys on the Yilgarn goldfields. He occupied the post of inspecting surveyor on the Eastern goldfields from 1894 until appointed to his present position in 1899. Mr. King is a member of the Land Surveyors' Licensing Board and of the Australian Intelligence Corps. In 1894 he received the commission of Justice of the Peace for the State of Western Australia.

**ALEXANDER MONTGOMERY**, M.A., F.G.S. When the development of mining in Western Australia rendered the appointment of a State Mining Engineer necessary the choice of the Government fell upon the subject of this sketch. Alexander Montgomery was born in Edinburgh, Scotland, in 1862, but left there at an early age for New Zealand, and received his education at the Otago University and School of Mines. After completing his studies he was for some three years engaged in the Public Works Department of the Dominion, principally in connection with railway surveys and construction. About 1885 he was transferred to the Mines Department and was placed in charge of the Thames School of Mines, a position which he occupied until 1889, when he accepted an appointment in Tas-

mania as Inspector of Mines and Geological Surveyor. He remained in that State until 1896, when he returned to New Zealand for the purpose of becoming Superintending Engineer of the Kauri Freehold Gold Estates Limited. He fulfilled the duties of this appointment until 1902, when he accepted the post of State Mining Engineer of Western Australia. His duties take him all through the mining districts of this State, and he has seized every opportunity of becoming thoroughly conversant with the various phases of mining activity. Mr. Montgomery is M.A. of the University of New Zealand and a Fellow of the Geological Society of London, as well as a member of the American, Australasian, and Federal Institutes of Min-



*Bartletto, Perth.*  
MR. ALEXANDER MONTGOMERY.

ing Engineers. He was Vice-President of the Civil Service Association of the State for the year 1911. He was married in 1887 to a daughter of Mr. R. J. Allom, J.P., of the Thames, New Zealand, and has four sons and a daughter.

**PERCY VINCENT O'BRIEN**, M.I.C.E., Chief Engineer of Mines, Department of Water Supply, Western Australia, was born at Auckland, New Zealand, on October 9, 1865. He received his early education at Auckland College, subsequently graduating at St. Ignatius' College, Sydney, New South Wales. When eighteen years of age he entered as cadet the engineering firm of Messrs. Boylan and

London, Auckland, and continued in their employ until 1886, when he became assistant engineer on the Porotoran Tunnel Trunk Line, New Zealand. At the completion of this contract Mr. O'Brien for a couple of years was engaged as engineer for contractors, first on the West Wallsend Railway, New South Wales, and afterwards on the line from Coburg to Somerton, Victoria. In the year 1890 he was appointed Assistant Engineer in the Victorian Railways Department and was engaged on the construction of three sections in the Western district of Victoria. Upon their completion he left the Service, and proceeding to South Australia undertook surveys of the irrigation colony at Renmark. In 1893 he arrived in Western Australia and accepted employment with the Rockingham Railway and Jarrah Timber Company as engineer on surveys and construction of light railways in the Darling Range, also in feature-survey of the Company's Concession. During the following year Mr. O'Brien joined the Public Works Department of Western Australia, and as Assistant Engineer was engaged on water supply works on the eastern goldfields under Mr. C. Jobson, M.I.C.E., being appointed Resident Engineer on the goldfields from 1896 to 1899. In 1903 he



*Bartletto, Perth.*  
MR. PERCY VINCENT O'BRIEN.

was appointed District Engineer-in-Charge of the eastern goldfields, and during the same year, the water supply of the interior being removed from the Public Works

Department and placed under the control of the Minister for Mines, Mr. O'Brien received the appointment of Chief Engineer of Mines, Department of Water Supply. Conservation of water for towns, roads, and mining purposes, exploration, various surveys, and boring for water and for minerals are all included in his supervision, and as since 1899 practically all the work has been carried out departmentally after-construction remaining under the control of the engineer, who is responsible for the maintenance, including the collection of revenue, the engineer must be regarded as virtually General Manager. The works under his control cost approximately two millions sterling, a capital which is being added to each year. Mr. O'Brien is a member of the Council of the Western Australian Institute of Engineers, and a member of the Institute of Civil Engineers, London.

EDWARD ALEXANDER MANN, Government Analyst and Analyst to the Commonwealth of Australia, Chief Inspector of Explosives, and Agricultural Chemist, Wellington Street, Perth. The subject of our review was born in 1874 at Mount Gambier, South Australia.



*Bartletto, Perth.*  
MR. EDWARD ALEXANDER MANN.

and received his early education by private tuition. He afterwards went to the University of Melbourne, where he distinguished himself as a scholar and prizeman.

While studying at the University he was assistant to the Chief Inspector of Explosives at Melbourne, holding this office for about five years, when he was specially engaged by Sir John Forrest (1895) to supervise the control of explosives in Western Australia in consequence of a fatal explosion which occurred at Fremantle. Toward the end of the same year he was appointed Government Analyst, the duties of Agricultural Chemist being added about seven or eight years later. In connection with these two offices he performs all chemical analyses for the Government with the exception of the examination of minerals, and is referee in all disputed cases under the Health Act. He is also a member of the Advisory Committee under that Act. He was responsible for the planning and fitting of the Government Laboratory in Perth, which is recognized as one of the best in Australia. The large Magazine Depot at Fremantle, which is unique in Australia and cost about £25,000, was also arranged by him. Mr. Mann has frequently been engaged upon special work for the Government of Western Australia, and in 1904 he was appointed a member of the Royal Commission to inquire into the ventilation and sanitation of mines, and respecting which he made searching investigation and performed a number of scientific experiments to ascertain the composition of gases emanating from explosives. After an exhaustive study of the subject he issued a special report to the Government in 1910. In the year 1911 he was appointed a member of the Royal Commission to inquire into the occurrence in Western Australia of that decimating disease, miner's phthisis, and to propose methods of combating the evil and dealing with persons suffering therefrom. Since 1905 he has issued an important series of reports from his laboratory dealing with the chemistry of potable spirits and the control of the liquor trade, and all of these have been embodied in a work which is looked upon as one of the most valuable of its kind in the world. During 1906-7 he carried out important investigations in connection with the poison contained in various indigenous plants found in Western Australia, discovered several principles unknown to science, and prepared an antidote which, when brought into use, led to

a large diminution in the loss of stock throughout the country. The cause of the corrosion of the huge goldfields water supply main was the subject of another important inquiry, which led to the suggestion of a method of treatment now being applied to the pipes. It has been estimated that by this means a saving of £60,000 per annum will be effected. Mr. Mann is keenly interested in charitable and educational matters and is a member of the University Extension Committee. He married in 1901 a daughter of the late Mr. Joseph Hicks, of Melbourne, and has three children.

CHARLES JAMES MATHEWS, M. Inst. C.E., M.I. Mech. E., Chief



*Bartletto, Perth.*  
MR. CHARLES JAMES MATHEWS.

Inspector of Machinery and Chairman of the Board of Examiners, Inspection of Machinery Department, Perth, is an Englishman, having been born at the important shipping port of Southampton. As a youngster he was taken by his parents to New Zealand, and it was in the Dominion that he received his education, first at Wellington College and later at the School of Engineering, Canterbury College, Christchurch, which is affiliated with the University of New Zealand. His scholastic training at an end, he was articled to the Railways Department of New Zealand, his indentures being served over a period of six years at the Petone workshops at Wellington. Mr. Mathews was then transferred

to the Addington workshops, where he had charge of the marking-off table when the first five locomotives were built by the Railways Department of New Zealand. He next entered the offices of the then Chief Mechanical Engineer, the late Mr. T. F. Rotheram, M.I.C.E., and for nearly three years gained experience in the drawing office and in general routine work, occasionally performing relief duties in the construction and other branches of the Service. The prospects of promotion appearing to be very remote, he decided to sever his connection with the railways and came to try his fortunes in Western Australia, where he arrived in 1893. Soon after he joined the Public Works Department of the State as engineering draughtsman, and was engaged in preparing designs for a variety of works, including bucket hopper dredger, jetties, wharves, and concrete and puddled tanks in connection with the Goldfields Water Supply. During his association with this Department he

served under the late Mr. C. Y. O'Connor, C.M.G., M.I.C.E., and eventually received promotion to the post of Assistant Mechanical Engineer to the Water Supply Branch, being placed in charge of boring operations and other work connected with the supply of water in the coastal and other districts. This appointment he relinquished in August, 1899, to take over the duties of his present office, on the recommendation of his former chief, Mr. O'Connor. Mr. Mathews is a member of the Institute of Civil Engineers, London, the Institute of Mechanical Engineers, London, and of the Western Australian Institute of Engineers.

GEORGE EMERY was born in Suffolk, England, on July 10, 1868, and received his education at Beccles, in the same county. In 1891 he crossed the seas, landing at Adelaide, South Australia, and shortly afterwards was employed on

accountancy work for several well-known firms. Proceeding to Mil-dura Mr. Emery joined the accountancy branch of Messrs. Chaffey Brothers' irrigation settlement. Twelve months later he came to Western Australia, in January, 1893, and accepted an appointment in the Audit Department under the Western Australian Government, in 1895 transferring to the Treasury Department, in connection with which he was the first Treasury officer appointed to the goldfields. Leaving Coolgardie, the scene of his administration, in 1899 Mr. Emery joined the Mines Department as accountant and collector of mining revenue, which post he continued to hold until July 1, 1912, when he was appointed manager and inspector of State hotels, inspector of Liquor Branch, and officer in control of the Tourist Branch. He is Returning Officer for East Perth and is a member of the Society of Accountants and Auditors of Western Australia.

## GEOLOGICAL SURVEY.

Our account of the Geological Survey of Western Australia is extracted by permission from a comprehensive account prepared by the Government Geologist (Mr. A. Gibb Maitland) for the Western Australian Natural History Society:—

The fundamental object of the geological survey of any country, when viewed from the scientific standpoint, is by a more or less systematic investigation of its structural geology, organic remains, and its mineral resources to arrive at a true understanding of its geological history.

These objects are carried out in a partially settled country such as our own by means of:—

- (a) Reconnaissance surveys of those portions of the State about the structure and resources of which little is known.
- (b) Detailed geological surveys of mining centres under active development, etc.
- (c) Chemical and mineralogical examinations of soils, rocks, minerals, and natural waters collected by the field staff, and under certain specified conditions by prospectors and others.
- (d) Palæontological investigations.
- (e) The maintenance of a geological museum; and
- (f) The publication of data amassed.

## HISTORY.

It may, perhaps, have been forgotten that the inception of active mining operations in Australia dates from the year 1842, when lead and copper mines were first discovered and worked at Waneranoooka, in the Northampton district of Western Australia; hence it is not surprising that this State was one of the first to employ a geologist as part of the official staff.

The position seems to have been first occupied by Dr. Ferdinand van Sommer. This gentleman travelled extensively during the years 1847 to 1851 throughout the State. He geologically examined the Victoria, Toodyay, and York districts, and extended his observations to the country lying between the latter and Mount Barren, on the south coast. Neither the maps nor the reports of this observer appear to have ever been published, although three articles from his pen bearing upon the geology of Western Australia have appeared in the current literature during the years 1848 and 1849. The original drawings of Dr. van Sommer's maps have now been discovered, and are preserved by the department along with the historical collection showing the progress of geological mapping in Western Australia, which is now on view in the Geological Gallery of the Museum.

After an interval of twenty-one years, during which much excellent geological work was accomplished by

Messrs. A. C. and F. T. Gregory, Mr. H. Y. Lyell Brown was appointed to the post of Government Geologist. This gentleman, during the years 1870 to 1873, prepared three geological maps and issued ten reports (now out of print), which referred principally to the southern and coastal portions of the State. One important map "Showing the Progress of the Geological Survey" on a scale of about 18 miles to the inch indicates with a considerable amount of detail the geology of the coastline from Doubtful Bay to a little north of Geraldton. It is interesting to note that the first supply of artesian water in Western Australia was obtained in a bore near the Canning River, a few miles south-east of Perth and close to the foot of the Darling Range, put down under the advice of Mr. Brown. His Excellency Governor Weld, in a despatch to the Earl of Carnarvon, dated September 30, 1874, reported:—

It was with much regret that in 1872, owing to the disinclination evinced by the Legislature in the then straitened circumstances of the colony to expend money on a scientific department, that I was obliged to forego my desire of making it (a geological department) a permanent part of the establishment.

In the same despatch the Governor, basing his information on the data contained in and the deductions to be drawn from Mr. Brown's reports, informed the British Government as follows:—

The mineral riches of the colony are very great. I have never doubted but that they would ultimately become a main source of its advancement. All different kinds of auriferous quartz known in other colonies are abundantly found in various parts of this. The question of payable gold is, as I have long since reported, simply a question of time. . . . The colony is extraordinarily rich in lead, silver, copper, iron, plumbago, and many other minerals are found in various localities, and indications of coal and petroleum are not wanting—what is wanted is energy and enterprise to develop these riches.

In 1882, nine years after Mr. Brown's retirement, Mr. E. T. Hardman, of the Geological Survey of Ireland, was appointed to the post of Government Geologist. His labours were chiefly confined to the Kimberley district, upon which he issued two voluminous reports illustrated by a series of geological maps. Mr. Hardman was the pioneer geological observer in the far north of Western Australia, and his field work carried out during the years 1882-84 laid the foundation of our knowledge of the geology of the Kimberley district, and played an important part in the opening of the State's first declared goldfield. His two maps and reports greatly stimulated prospecting, as his predictions as to localities where gold would be found were afterwards justified. Mr. Hardman on returning to the north examined the neighbourhood of Bunbury, Blackwood, etc., which ultimately resulted in the discovery of the Greenbushes tinfield. Later on he investigated the geology of the metropolitan area with reference to the question of its water supply from underground sources. On the termination of Mr. Hardman's engagement with the Western Australian Government he returned to Ireland and resumed his duties on the Geological Sur-

vey in 1885, having the assurance that he would certainly be appointed if a permanent post of Government Geologist was created.

Mr. Hardman, to whom Western Australian geologists owe a debt of gratitude which it is difficult to repay, died after a few days' illness brought on by the inclemency of the weather and exposure to snow and rain on April 30, 1887.

It is all the more sad to think that had he lived the long-desired post of Government Geologist of Western Australia would have been offered to Mr. Hardman, the financial difficulties in the way of his appointment having been removed just before he died.

Very shortly after Mr. Hardman's term of service in Western Australia came to an end a motion was brought forward in the Legislative Council in 1885 having for its object:—

The establishment of a permanent geological department for the colony, the geologist in charge of such department to combine with the duties of his primary office those of public analyst.

The hon. member who moved the resolution stated that in doing so

he trusted and believed he was moving in a matter that would do much good to the colony, and he had confidence it would do no harm.

Ultimately this motion to establish a Geological Department was lost, but, in justice to those who voted against it, it must be said that the difficulty of providing ways and means weighed heavily with them in arriving at that decision.

The late Rev. C. G. Nicolay in many ways contributed largely to our knowledge of the geology of the State and was in charge of the Geological Museum at Fremantle, founded by Mr. Hardman, which became ultimately merged into the National Museum.

It was not, however, until 1887 that the Government found itself able to provide the necessary funds for the post of Government Geologist. The appointment was conferred upon Mr. H. P. Woodward, who had previously served for more than three years under Mr. H. Y. Lyell Brown as the Assistant Government Geologist of South Australia. Mr. Woodward held the appointment of Government Geologist from 1888 to 1895. During Mr. Woodward's tenure of office he had for his associates Mr. B. H. Woodward, who acted as Curator of the Geological Museum and Assayer to the department, whilst at a later date (1894) Mr. S. Göczel was added to the staff as Field Geologist and Mining Engineer; hence it became possible to divide the work and make a beginning on more or less systematic lines. It was at this period that the paramount necessity for the publication of reliable geographical knowledge relating to the nature and extent of useful mineral deposits supplemented by geological maps and plans and geological investigation of the important question of the underground water supply of the goldfields was impressed upon the Government by its scientific advisers. The work of the department during this period extended

from Albany to Kimberley, though the issue of geological maps in illustration of the various reports seems to have been confined to the later years of the survey. They include the Collie and Irwin coalfields, the tin-fields of Greenbushes, the country between Nannine and Esperance Bay, Goongarrie, Cue, Yalgoo, and the Murchison goldfields. In 1894 Mr. Woodward issued what is still perhaps the most recent geological map of the State. This was published in London, on the scale of 50 miles to an inch. At the date of its publication this map added very materially to our knowledge of the geology of the State as far east as the 120th meridian. With such a limited staff, still more limited appropriation, the difficulties presented by the vast area of the State, and the practical absence of railway communication, the Survey under Mr. Woodward was able to issue twenty-one voluminous reports and six geological maps.

Upon the resignation of Mr. Woodward to take up private work the present Government Geologist, Mr. Andrew Gibb Maitland, F.G.S., was appointed after applications had been called for the position.

The Geological Survey as at present constituted was created in 1896 for the purpose of the investigation of the geological structure, mineral resources, mining industries, and underground water supplies of the State, and to this end it became necessary to prepare geological maps and reports such as might be used by the Government and the public in dealing with all general questions which arise from time to time. In such a country as this, the progress of which depends so much upon its mineral wealth, the Survey has, naturally, endeavoured to devote itself to the investigation of those problems in economic geology which it is essential should be solved—if that be possible, without, however, neglecting purely scientific questions; for, of course, the economic and scientific aspects cannot be readily separated.

It was pointed out to the Government that if the work of the staff was to be of that service to the country which the public had a right to expect, the officers of the department should not be sent touring the State on every wild-goose chase suggested or become parts of a mere prospecting machine; but, so far as consistent with the resources available, an attempt should be made to carry out the operations as an organized whole. Should, however, any important discovery be made or new interests rise into prominence, about which it becomes necessary for the Government to have some early information, a member of the staff could always be instructed to make a special report thereon.

It will thus be seen that the department was not established for the purpose of purely scientific research for its own sake, but with the hope that scientific investigation might be made of some material benefit to the proper utilization of the State's natural resources.

In such an enormous country as Western Australia it is obviously impossible to carry on the field work even by making use of the most modern methods in a strictly uniform manner, especially as financial considerations necessitate a staff somewhat limited in numbers.

In young, partially-developed countries, such as our own, there are two totally distinct classes of geological survey work necessary to meet public requirements. The first is the detailed examination of the more important mining centres which are under active development, the accumulation of information relating to the occurrence of the various ore deposits and their mode of formation. The second is the preliminary examination of comparatively unknown tracts of country with the view to ascertaining how far its geological characteristics are likely to affect its economic possibilities.

Theoretically, the latter class of work should, as far as possible, be carried out in advance of the occupation of the country for mining or other purposes. Investigation of this latter nature involves the tracing out of the distribution of various formations that rise from beneath one another and occupy the surface of the country, and representing these by means of a carefully designed scheme of colours on a map on a scale sufficiently large to show all the geological and geographical details necessary. When viewed from the economic standpoint this is neither more nor less than a classification of the surface into parts, each of which may have useful minerals or other materials peculiar to itself. While, of course, such may be a true conception of what are theoretically the correct methods to employ, those of us who are charged with administrative duties are particularly well aware that it is not what ought to be done but what is possible to do with the resources at command and the conditions prevailing at the time which govern the situation.

The work of the department in its relation to the mineral industry is a complicated and delicate task, affecting as it does such a multitude of financial and practical interests. Legislative provision has been made whereby the members of the field staff have access to mines at all reasonable times.

Experience in most mineral fields of the globe has shown that many mining failures have been due rather to a want of knowledge of structural geology than from any lack of engineering training. Hence there has arisen the necessity for the detailed investigation of mines under active development. To this end geological plans and sections of mines have been from time to time prepared. These supply records of established facts in the disposition and changes in the country rock, the position of the ore bodies, their productiveness under various conditions, and thus afford data otherwise unobtainable by which operations can be directed into the

most useful channels. Detailed surveys on a large scale of many ore deposits have been made in the hope that they might in some measure furnish a guide as to the general behaviour of the lodes.

Prospecting, when it takes the form of the equipment of a party for the investigation of a particular tract of country, if it is to be intelligently undertaken, must be carried out in a rational manner. One of the first requisites for this purpose is a properly executed geological sketch map, which ought, amongst other things, to indicate those areas within which the strata possess economic potentialities. The knowledge thus acquired, when properly presented, tends to prevent the useless expenditure of time and money.

In the course of its work the department has by means of reconnaissance surveys prepared several maps of fairly large areas for the purpose of meeting the demand for geological information of outside and lesser-known mining districts and directing prospecting into legitimate channels.

Surveys of this kind designed to serve a special purpose pretend, of course, to nothing more than broad generalized field work of a nature sufficient to furnish a sketch of the main geological outlines, the details of and scientific problems connected with which having, of necessity, to be deferred to an often remote future. The demands for such a class of geological investigation have increased somewhat more rapidly than can at present be met.

In relation to the pastoral and agricultural industry, the main importance centres upon the question of subterranean water supply, which is, without doubt, one of Western Australia's most valuable assets. If underground water supplies are to be intelligently sought for and utilized, it is quite clear that the first step must be the determination of their extent and character. In addition, the question of the permanence of present supplies and the extent to which such may be increased are of vital importance to the community.

Western Australia possesses a large tract of country in which artesian water has been found. It occurs in the following of those divisions into which the State is divided for administrative purposes, *viz.*, the Eucla, South-Western, Western, and Kimberley divisions. The area occupied by the artesian water-carrying beds have been defined, with as near an approach to accuracy as the present condition of our knowledge admits, upon geological maps, which have been prepared after a more or less careful investigation of the structural geology of large tracts of country. Boring operations have demonstrated the accuracy of the geological deductions, and land that hitherto could not be made effective use of has been taken up and stocked, thus increasing the wool clip and the stock-carrying capacity of Western Australia.

Up to the present time observations in the agricultural districts have been confined to the mapping of the rock formations, which constitute the true subsoil, but as yet no attempt has ever been made to represent in detail the distribution of the superficial deposits upon which it is the function of the agriculturist to operate and which constitute a great national asset.

In addition to the investigations carried out in connection with surface geology, the exploration of what may be called the subterranean geology of the State has been, perhaps unconsciously, recognized by the Government as being of scientific and practical importance, as may be seen by the policy adopted in connection with the use of its boring plants.

There are three distinct objects for which the boring plants have been usefully and actively employed as a direct aid to the development of the States' natural resources:—

- (1) The search for artesian water in pastoral and other districts, and subterranean supplies elsewhere;
- (2) Proving the coal- and oil-bearing formations; and
- (3) Testing the metalliferous deposits.

Many investigations are materially assisted by and are to a large extent dependent upon the results of such boring as has been carried out, when interpreted in the light of the local geological conditions, hence a good deal of work has been carried out by the Survey in connection therewith.

All the foregoing relates to what may be termed the field work of the department. There are, however, other equally important spheres in which interesting and valuable work is being performed. Microscopic inquiry now forms part of the geologist's operations, and the study of petrology has raised many practical problems requiring investigation in connection with the rocks of the auriferous formations.

Another very necessary and important part of the organization for carrying out the geological work which has been outlined is the laboratory, in which such chemical, mineralogical, and other researches essential for the proper discharge of the duties of the Survey are performed. The laboratory is under the charge of a specially trained officer, Mr. Simpson, associated with a staff of assistants. By means of the laboratory considerable assistance is rendered to and the time of the field staff greatly economized, for it is upon field work that the time of the staff can always be most profitably employed.

To carry on the primary functions of the work in the laboratory certain plant and accommodation are, of course, essential, and this is of such a nature as may be utilized for making the necessary assays, etc., for the State batteries, that it has been found best in the

interests of economy and efficiency to have this work carried out by the Survey.

Part of the policy of the Government consists in the making of free assays and other determinations in the interests of bona-fide prospectors, and most of this work is carried out in the Survey laboratory. This class of work naturally takes up a good deal of time, but by its means much valuable information as to the occurrence and distribution of minerals (which it is the function of the department to secure) would probably be otherwise unobtainable, or, at any rate, take many years to acquire. Since the present department was instituted there have been over 6,000 free assays made, in addition to a number for which payment has been received.

A further development of the work of the Geological Survey is the classification and elaboration of the fossils found in the various strata throughout the State, without the satisfactory delineation of which much of the value of the Survey results would be lost.

Geology is more or less dependent upon palaeontological research, for without the specific determination of fossils, reports involving a wide range of stratigraphy could not be written, nor geological maps of large areas be properly completed, though, of course, those acquainted with geological field work and the running of geological boundary lines are aware that palaeontology only plays an insignificant part in the actual construction of the maps. Palaeontology constitutes the time-piece of geology, serving the same purpose as do watches and clocks for the ordinary engagements of life.

#### GEOLOGICAL MUSEUM.

One of the most essential instructional portions of the equipment of the Geological Survey is its museum, in which the various rocks, minerals, and fossils collected by the staff in the ordinary course of its duties, or acquired by purchase or donation, are exhibited for the convenience of the staff and for the benefit and instruction of the general public. The Survey collection at present numbers about 11,000 specimens.

#### PUBLICATIONS OF THE SURVEY.

The results obtained by the Geological Survey are made available to the general public in a useful, practical, and creditable style in three distinct forms, *viz.*, annual reports, bulletins, and maps.

The annual reports, which are presented every year to Parliament, contain a brief statement of the work of the department for the period by which each is covered, and in addition a good deal of miscellaneous information which it is deemed desirable should be issued in advance of the more detailed reports.

It was very soon found that a good deal of the value attaching to special reports upon the economic

aspects of geology was discounted by delay in publication, which must necessarily happen when detailed descriptions are included in the report presented annually to Parliament, and it was ultimately determined in 1899 that when reports and maps upon any special subject or district were prepared, they should be printed in a convenient form, styled bulletins, and made available for distribution to the public as soon as they could possibly be issued from the Government Printing Office.

These separate reports or bulletins, which number forty, deal with a great variety of subjects, as may be noticed by an inspection of the published catalogue and table of contents. Of the bulletins already published, one is a Bibliography of the Geology of the State, three contain valuable palaeontological contributions to Western Australian geology, three deal with artesian water supplies, three on such general questions as the mineral wealth of the State, the occurrence and distribution of base metals, minerals of economic value (really a valuable hand-book on commercial mineralogy for prospectors and others), and the statistical account of the mineral productions of the State; two refer solely to general geology, whilst twenty-eight give more or less detailed accounts of the geological structure, ore occurrences, and future mining prospects of pretty nearly every field in Western Australia.

#### SCIENTIFIC RESULTS.

The work which has already been completed has achieved certain valuable results. Whatever new facts may have been contributed to science as a result of the Survey's operations have been solely arrived at in the prosecution of economic inquiries carried out in what is conceived to be a scientific manner. It is, of course, almost impossible to estimate the indirect usefulness of the work of the Survey, which is to be looked for both in the State and out of it: in Western Australia in the economic development of the State, and out of it in the influence it has on the advancement of geological science. The effect of its work upon the various industries and upon the wealth and prosperity of Western Australia is naturally that to which the Government attaches the greater importance.

The scientific staff of the Geological Survey consists of the following officers:—Government Geologist, Andrew Gibb Maitland; Assistant Government Geologist, H. P. Woodward; Mineralogist and Assayer, E. S. Simpson; Assistant Mineralogist and Assayer, A. J. Robertson; Petrologist, R. A. Farquharson; Field Geologists, T. Blatchford, E. C. Saint-Smith, and J. T. Jutson; Assistants, H. W. B. Talbot and F. R. Feldtmann; Draftsmen, R. H. Irwin and C. B. Kidson; Topographical Surveyor, C. S. Honman; Laboratory Assistant, H. Bowley.

ANDREW GIBB MAITLAND, tern Australia, was born of Scottish parents on St. Andrew's Day (November 30), 1864, and received his baptismal name in honour of the

patron saint of the "Land o' Cakes." He was educated first at Huddersfield in Yorkshire and afterwards at the Yorkshire College of Science, now known as Leeds University, where he studied engineering and geology for five years, gaining considerable distinction in these subjects. In order to enlarge his knowledge of geological matters and to gain practical experience he travelled largely in Great Britain, and in 1888 came to Australia, landing in Queensland. In the northern State his qualifications early secured for him the appointment of Assistant Government Geologist, and thereafter he spent the whole of his time in geological and mining survey work, travelling on foot and horseback to the far corners of the State. He prepared voluminous reports on the geological formations of the States and gave particular attention to coal, gold, and tin fields. The British Government in 1891 requested the Queensland authorities to place Mr. Maitland's services at its disposal to carry out a geological and mineralogical survey of British New Guinea, and during his operations in the interior regions of that island he had to do a great deal of difficult exploring work, necessitating not only skill and caution, but calling forth all his energy and capacity for endurance. He subsequently produced an important and valuable contribution to the knowledge of the geology and geography of the island in a comprehensive "Report on British New Guinea," a pamphlet consisting of 33 closely-printed pages and illustrated by three large maps. After this expedition Mr. Maitland returned to his official duties in Queensland until 1896, when he accepted an offer from the Western Australian Government to occupy the position of Government Geologist to the State, an office he still holds. On his arrival in Perth he found the Geological Survey Department in a very embryo condition, and lost no time in urging upon the Government the advisability of investigating systematically the various mining fields of the State. This comprehensive task ultimately led to the establishment of a well-equipped laboratory since largely availed of by the general public, and the suitable housing of the Geological Survey Department in a fine building adjacent to the Museum. Mr. Maitland was chosen by the Government to represent Western Australian mining interests at the great Franco-

British Exhibition of 1908, and in that capacity was absent from the State for about twelve months. He is President of the Natural History and Science Society of Western Australia, is a Fellow of the Geological Society of London, member of the Museums Association, and of the Western Australian Institute of Engineers, besides being local Secretary of the Australasian Association for the Advancement of Science. He is a recognized authority on mining geology, and has often been called upon to give evidence in important mining lawsuits. He is credited with a wide knowledge of artesian water supplies and subterranean waters generally, is the author of many geological reports and maps published by the Geological Survey Departments of Queens-



Bartolto,

Perth.

MR. ANDREW GIBB MAITLAND.

land and Western Australia and the Government of British New Guinea, and has made valued additions to the geological literature of the day, some of the subjects dealt with by him being "Extra-Australian Artesian Water Basins," published by the Royal Society of Queensland; "The Salient Geological Features of British New Guinea," published by the Natural History Society of Western Australia; and "Recent Advances in the Knowledge of the Geology of Western Australia," published in 1908 by the Australasian Association for the Advancement of Science, Adelaide. Although an earnest student of his profession he does not devote the whole of his time to scientific research, but finds relaxation in the study of Scottish

history, more especially of the time of Queen Mary, and is particularly interested in the Works of Sir Walter Scott, whose poems accompany him on all his travels and scientific expeditions. Mr. Maitland married in 1895 Alice Maud, a daughter of the late Mr. Oldfield Brumfitt, of Richmond, Victoria, and has four children. His private address is "Bon Accord," King's Park Road, Perth.

HARRY PAGE WOODWARD, J.P., F.G.S., Assoc.M.Inst.C.E., Assistant Government Geologist to the State of Western Australia, was born at Norwich, England, on May 16, 1858, and is the son of Dr. Henry Woodward, F.R.S., V.P.G.S., late Keeper of the Geological Department in the British Museum (Natural History), and grandson of Mr. Samuel Woodward, of Norwich, the well-known geologist and antiquary. He was educated at University College School, London, and subsequently studied geology with Professor Judd in the Royal School of Mines, South Kensington, and field work with Mr. Horace B. Woodward, F.R.S., late Acting Director-General of the Geological Survey of England and Wales. In 1883 he was appointed Assistant Government Geologist to the State of South Australia and did good work in this capacity for over three years. He served for some time as geologist on the Boundary Commission between Queensland and South Australia, and visited Melbourne and inspected the principal mines at Ballarat, Bendigo, and other Victorian centres. Returning to London in 1886 he spent a year in the metallurgical laboratory of the Royal College of Science, and in January, 1888, arrived at Perth, having been appointed to the post of Government Geologist for Western Australia. He visited and made reports upon the vast line of proclaimed goldfields, from Kimberley, Pilbara, and Ashburton in the north to Murchison, Yilgarn, Dundas, and Coolgardie in the south; reported upon the Irwin River and Collic goldfields and the Greenbushes tinfield; and advised on matters of water supply for all parts of the State. His annual report for 1890, containing a general geological description of the country, ran so



rapidly out of print that in 1894 Mr. Woodward published a "Mining Handbook to the Colony of Western Australia," which has had a phenomenal circulation, and a sketch map, geologically coloured. In 1893 he was made first warden of the Dundas goldfield, and two years later upon his resignation of the post of Government Geologist, the



Bartleto, Perth.  
MR. HARRY PAGE WOODWARD.

Ministry conferred upon him the title of Honorary Consulting Geologist and Mining Engineer to the State of Western Australia. To him this State is indebted for the discovery of its splendid artesian water supplies, since he with very great diffi-

culty induced the Government of the day to put down the first bore near Guildford in 1894. In this matter he was opposed not only by local men, but by the consensus of opinion of the recognized authorities upon artesian supplies. Results, however, proved that his contentions were justified. He also, about the same period, in his Handbook of 1894 foreshadowed all the areas in which artesian supplies have since been obtained. In 1896 Mr. Woodward joined the firm of Messrs. Bewick, Moreing, & Co., of London and Coolgardie, as local partner and manager of their business at the Eastern goldfields. After eighteen months in this connection he began practice on his own account as mining engineer, visiting the various mining centres, and was specially identified with the Collie district, where he became owner of a coal mine, and discovered what is now known as the Co-operative Coal Mine. On April 1, 1905, he rejoined the Government Service as Assistant Government Geologist, and has continued in the office ever since. Some years ago Mr. Woodward planted a vineyard of 120 acres at Cooringa, which proved eminently successful, and has since been taken over by a Company. In 1883 he was made a Justice of the Peace, was elected a Fellow of the Geological Society in 1884, and is an Associate of the Institute of Civil Engineers. He is also a contributor to the pages of the *Geological Magazine*. On December 31, 1890, Mr. Woodward

married a daughter of Mr. J. F. T. Hassell, of Albany, and has three sons.

EDWARD SYDNEY SIMPSON, B.E., F.C.S., Government mineralogist and assayer, Perth, was born at Sydney, New South Wales, in 1875. He had a brilliant scholastic career, first at the Sydney Grammar School and subsequently at the University of Sydney, being admitted finally to the degree of Bachelor of Engineering in the branches of mining and metallurgy in 1895. He entered upon active professional life as chemist to the Russell Process Silver Mill at Rivertree, on the Clarence River, New South Wales. After filling this position for about four months he entered the service of the Mount Morgan Gold-mining Company, Queensland, remaining in its service over a year in the capacities of assistant assayer, acting chemist, and junior engineer. In 1897 Mr. Simpson was appointed by the Western Australian Government to his present position. He was elected a Fellow of the Chemical Society of London in 1897, and is a member of several other learned societies, in whose journals will be found the results of the many researches of scientific and economic importance carried out by him. Mr. Simpson has been a member of the Advisory Board of the School of Mines and examiner to that School and the affiliated Technical Schools since their inception.

## The Railways of Western Australia.

Since the introduction of responsible government, Ministerial administration of the railways of Western Australia has been vested in the following Ministers of State:—

Minister of Railways.	From	To
Harry Whittall Venn ...	Dec. 29, 1890	Mar. 10, 1896
Frederick Henry Piesse ...	Mar. 10, 1896	Aug. 23, 1900
Barrington Charles Wood ...	Aug. 23, 1900	May 27, 1901
John Joseph Holmes ...	May 27, 1901	Nov. 21, 1901
Frank Wilson ...	Nov. 21, 1901	Dec. 23, 1901
Walter Kingsmill ...	Dec. 23, 1901	June 24, 1902
Sir Cornthwaite Hector Rasen ...	June 24, 1902	Aug. 10, 1904
John Barkell Holman ...	Aug. 10, 1904	June 7, 1905
William Darnell Johnson ...	June 7, 1905	Aug. 25, 1905
Henry Gregory ...	Aug. 25, 1905	Oct. 7, 1911
Philip Collier ...	Oct. 7, 1911	Still in office

As a great State enterprise the railways are under the control of the Commissioner (Mr. John T. Short), who is assisted by the following departmental and branch heads:—Mr. C. B. Rushton (Secretary for Railways), Mr. Neil Douglas (General Traffic Manager), Mr. E. E. Light (Chief Engineer of Existing Lines), Mr. E. S. Hume (Chief Mechanical Engineer), Mr. C. S. Gallagher (Comptroller of Stores), Mr. G. W. Stead (Superintendent of Transportation), Mr. L. H. Gwynne (Chief Accountant), Mr. C. H. Higgs (Auditor of Receipts), and the following District Superintendents: Mr. J. V. Shillington (Eastern and Great Southern line), Mr. W. Lord (Eastern Goldfields), Mr. H. C. Davies (South-Western line), Mr. J. Wakeling

(Northern line), and Mr. O. Selden (Hopetoun-Ravensthorpe line).

The story of the initiation and development of railway construction in the State has already been fully discussed in the historical section of this publication. It is, therefore, unnecessary to do more than give here a brief résumé, showing in chronological order the growth of the network of lines which now covers the main divisions of the country.

#### HISTORY.

The history of railway construction in Western Australia dates only from the early seventies, and the first efforts were the outcome of a desire on the part of timber companies operating in the colony to facilitate the transport of timber to the coast. Towards the end of 1871 the Western Australian Timber Company built a line to connect the jetty at Vasse with the mills, situated about

about £4,300 per mile. The gauge adopted, which has since been adhered to in railway construction throughout the State, was 3 ft. 6 in., and the rails were as light as 35 lbs. per yard.

The suggestion to connect Perth with Fremantle and Guildford, which one would have expected to be the first proposal, was not made until 1873, and even then was abortive, probably because those interested in the carrying trade on the river were afraid of injury to vested interests. Two or three years later the matter was again raised and a proposal made that the line should be built by a private company, the Government guaranteeing 6 per cent. on the capital for a term of years. The Secretary of State declined to agree to the proposal, but intimated that he would be prepared to assent under certain conditions to a loan for the purpose of Government construction. This course was adopted, and after a battle of routes, ultimately decided in favour of that



RAILWAY STATION, PERTH.

12 miles away, and shortly afterwards Messrs. Mason, Bird, & Co., who had a concession in the Darling Ranges, established a railway from the Canning to Rockingham and a tramway from the Jarrah Forests to the Canning. This movement on the part of private firms seems to have spurred the Government on to take action, and in 1871 a Legislative Council Committee was appointed to report upon the question of a railway from Guildford to York. This, as well as one from Geraldton to Northampton, was strongly urged by both the settlers and the Press. After survey and consideration it was decided to go on with the line from Geraldton to Northampton, estimated to cost £50,000. Want of funds, however, delayed the commencement until after the loan of 1874 had been floated. On October 22 of that year the first sod was turned, and the work of construction proceeded. For various reasons the work was considerably delayed, and it was not until July 26, 1879, that the line was opened for traffic, having cost as a going concern £147,217, or

along the north bank of the river, a contract was let to Mr. John Robb for £74,591 and a commencement made on June 3, 1879. The line was opened to traffic in March, 1881, and almost at once the question of continuing it to York was raised. The upshot of this was the opening of a line from Guildford to Chidlow's Well, *via* Smith's Mill, in March, 1884, and of the whole length from Fremantle to York in June, 1885. Branch lines from Spencer's Brook to Northam and from Clackline to Newcastle were then approved, and these became available for traffic in October, 1886, and January, 1888, respectively, while the Geraldton system was extended by a branch to Walkaway, thus tapping the rich wheat district known as Greenough Flats, in July, 1887.

Meanwhile the idea of a railway connecting York with Albany, to be built on the land-grant system, was mooted. Further consideration proved that so far as the portion from York to Beverley was concerned, it could not with advantage be constructed on such terms. It

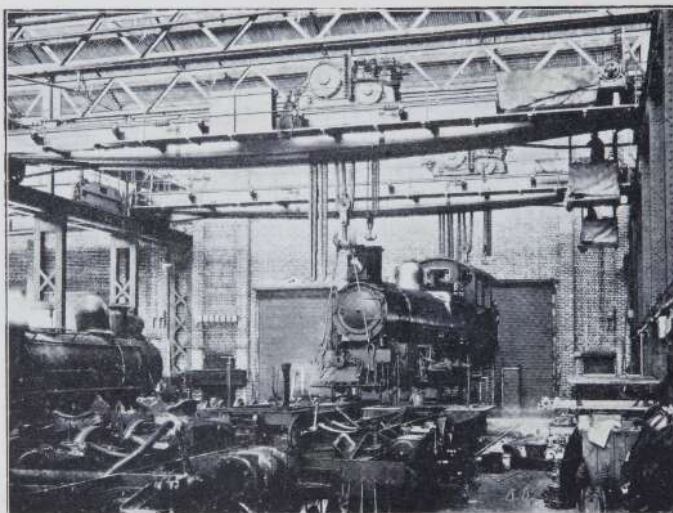
was therefore agreed that the Government should undertake the work. The contract was let in 1885 to Mr. Edward Keene, and the line was opened in August, 1886. This left the way clear for a land-grant railway from Beverley to Albany. Several proposals were received by the authorities, and due consideration given to all of them. In the result that of Mr. Anthony Hordern was accepted. The main provision was that in return for building the railway, Mr. Hordern was to receive 12,000 acres for every mile of line constructed, the location of the land to be in alternate blocks along the route. The concession was transferred to the Western Australian Land Company in 1888, and the line, built by Millar Brothers, of Melbourne, was opened for traffic in June, 1889. The Great Southern Railway, as the line was called, remained under the Land Company until 1896, when all the assets of the company were purchased by the Government, and the railway was formally taken over by the department on January 8, 1897.

The advantages of railway communication in the Northern and middle portions of the agricultural districts of the colony soon led to an agitation among the farmers of the South-West, with the result that on March 12, 1891, a third separate system, for similar benefits, was added to the two previously mentioned by the opening of a line running 16 miles inland from Bunbury, through a rich agricultural district, to Boyanup. The inconvenience of such a system, isolated as it was from the capital, however, quickly gave rise to further agitation, of which the practical effect was seen in the opening during 1893 of 110 miles of connecting line in two sections, namely, from East Perth Junction to Pinjarra, on May 2, and from Pinjarra to Picton Junction, near Bunbury, on August 22. To keep pace with increased settlement and production, extensions of the

original Bunbury-Boyanup line were constructed and opened at intervals, *viz.*, from Boyanup to Donnybrook, November 16, 1893; a branch from Boyanup to the coast at Busselton, on December 26, 1895; and an extension from Donnybrook through magnificent timber country to the old-established agricultural town of Bridgetown, on November 1, 1898.

During the period just prior to and immediately following the institution of responsible government, on October 21, 1890, prospecting for gold was energetically and successfully pursued, and resulted in rapid additions to the discoveries of the Murchison and Yilgarn districts. To assist the development of the resources so discovered naturally became the main object of the Government, and Bills were speedily passed for the construction of

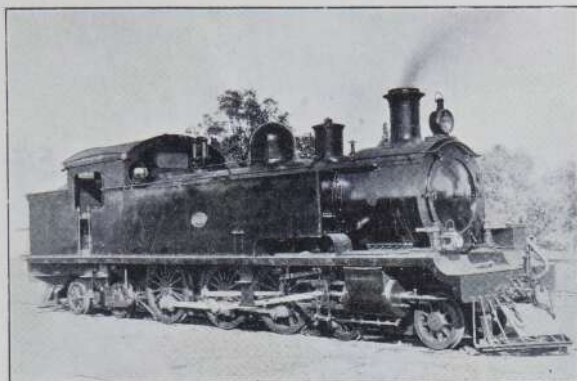
lines towards these two gold-fields. From Northam to Southern Cross—a distance of 170 miles, the latter then being the principal gold-producing centre of the colony—the rails were quickly laid, the extension being opened on July 1, 1894. Meanwhile, the Northam system had been connected with the Eastern and South-Western sys-



TWO 30-TON ELECTRIC OVERHEAD TRAVELLING CRANES, LIFTING NEW ENGINE, WEIGHING 60 TONS, FROM ONE SET OF RAILS TO ANOTHER, GOVERNMENT RAILWAY WORKSHOPS, MIDLAND JUNCTION.

tems by means of the Midland Railway, built, after various vicissitudes, by a private corporation under a land-grant concession; and on November 21, 1894, a line leaving a point about nine miles from Geraldton, known as the Mullewa Junction, was constructed towards the Murchison fields for a distance of about 57 miles, passing principally through pastoral country. The numerous further discoveries of auriferous country, however, prevented the possibility of these places remaining as termini for any long period. Even while they were under construction, their extension was being discussed, and it soon became evident that the connection of the mining centres of Coolgardie and Cue with their respective ports must be effected as quickly as possible. Parlia-

ment at once, when applied to, passed the necessary enabling legislation without difficulty in regard to both projects. The extension to the Coolgardie goldfield and thence northwards, inclining to an ultimate junction with the Murchison system, was subsequently carried out



LATEST TYPE OF BUNKER ENGINE FOR SUBURBAN PASSENGER TRAFFIC

as circumstances permitted, the sections being completed in the following order:—

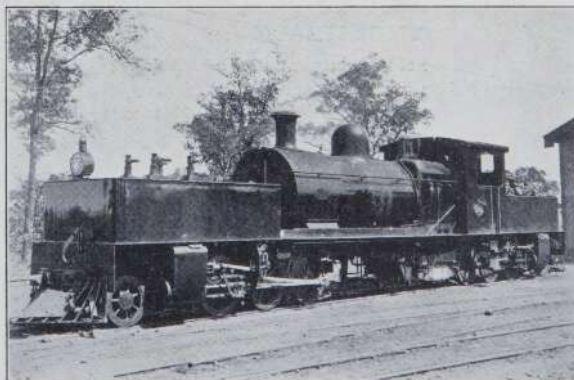
- Southern Cross to Boorabbin, opened July 1, 1896.
- Boorabbin to Kalgoorlie, opened January 1, 1897.
- Kalgoorlie to Menzies, opened February 13, 1899.
- Menzies to Leonora, opened January 12, 1903.

Meanwhile a branch line from Kalgoorlie to Kanowna—then at the height of its alluvial fame—had been opened in June, 1898.

In the Murchison district the extension of the line from Mullewa inland, 196 miles further to Cue, was completed and opened on July 1, 1898, an additional extension of 46 miles to Nannine being opened on June 1, 1903. July 1, 1898, also saw the opening of a branch line leaving the Perth-Bunbury Railway at Brunswick Junction, and running through the Darling Ranges for a distance of about 26 miles to Collie, at which place coal had been discovered and mines had been opened out, giving sufficient prospect of solidity to justify Parliament in authorizing the construction of a railway for the assistance of their development. This industry has since progressed to such an extent that the railways now draw nearly the whole of their supplies of coal from Collie, while, at the same time, a large private trade has also been developed. On November 2, 1903, therefore, a six-mile extension of the line to the Collie-Boulder leases was opened for general traffic.

Since 1904 there have been further extensions of the two main goldfields trunk lines. On the Eastern line a branch from Malcolm to Laverton, a distance of 64 miles was opened in 1905, and in 1910 the Northern line was extended from Nannine to Meekatharra, some 23 miles, and a branch was thrown out from Mount Margaret to Sandstone, 93 miles away, where mining developments justified rapid and improved communication. A railway was also built in 1909 from Hopetoun, a port on the south coast, to the mining field at Ravensthorpe, some 30 miles inland, by means of which, with the help of a steamer from Hopetoun to Albany, the Phillips River field is made much more accessible than formerly.

For many years one of the burning questions on the eastern goldfields has been the construction of a line from Coolgardie to Esperance in order to provide all the residents on those fields with a shorter outlet to the sea. Political reasons, and possibly metropolitan vested interests, seemed an insuperable barrier, but the decision to construct the first 110 miles of that line—from Coolgardie to Norseman—which was opened in 1909, allayed the agitation for the time. It has since been revived with even greater force, and the present Government showed its desire to accede to the request by introducing into Parliament in 1911 a Bill for the construction of



GARRETT TYPE OF ENGINE FOR NEGOTIATING HEAVY GRADES AND SHARP CURVES.

the Norseman-Esperance portion. The Bill was, however, unsuccessful, being rejected by the Legislative Council. It is the intention of the Government to again take up the matter during the present session (1912).

Perhaps the most important phase of Government policy in regard to railway development during the past

five or six years has been the decision to build light lines into all the agricultural areas as part of the general policy of agricultural development and settlement. Many of these lines have been built, and others are from time to time authorized. Their success has been proved by the great demand for land which has followed them, and by the rapid increase of production which they have helped to make more profitable. The aim of the authorities is to bring the whole of the agricultural areas within the sphere of the railways, and though it may take years to complete the scheme sufficient has even now been carried out to give the South-Western portion of the State the appearance of a railway network. The lines are being built with one object in view—to ensure safe and speedy transport at the lowest possible cost and with the barest equipment, leaving the district itself to justify by its progress any further equipment. There are at the present time nearly 500 miles of these railways in course of construction, and the Government is being continually approached by new settlers for further extensions.

The railway most recently opened for public traffic is that from Port Hedland to Marble Bar, which after passing through various difficulties of construction and contract, was finally completed and entered upon its existence as a going concern in July of this year.

The total length of railways open for traffic at present is about 2,754 miles, as compared with 188 miles at the establishment of responsible government; the revenue derived for the year 1911-12 was £1,884,604, and the expenditure £1,343,977; while the capital cost of the whole system to June 30, 1912, was £12,641,213.

#### ADMINISTRATION.

From the time of their inception until the inauguration of responsible government, the construction, maintenance, and control of all railways within the State were vested by Act in an official holding the title of Commissioner of Railways, and having a seat in the Executive Council of the then Government. Very extensive powers for all purposes connected with railways were conferred upon this office, though in the earlier Acts private railway construction does not appear to have been contemplated. Subsequently, however, the Commissioner was called upon to exercise supervision over the safety of working and charges levied by private railway owners in a degree somewhat analogous to that for which in Great Britain the Board of Trade is responsible, whilst at the same time he was placed in a similar position as regards the Government railways, with the management of which he was himself charged.

The first definite proposal with regard to State railway construction in Western Australia is found in a report of a Select Committee of the Legislative Council on Public Works, printed in 1871, when several lines starting from Fremantle were proposed. At the time

nothing appears to have resulted from this inquiry, but in August, 1872, another Select Committee of the Legislative Council inquired into the practicability of making a railway to the Eastern districts. This Committee submitted to the Legislature estimates of the cost of constructing, maintaining, and working a line of 80 miles in length, together with an estimate (£9,700 per annum) of the probable traffic returns of such a line.

The question of a railway to the Eastern districts, however, was superseded about this time by the necessity for providing rail communication between Geraldton and Northampton, and the Loan Act of 1872, finally assented to on August 15, 1872, after considerable correspondence between the Governor and the Colonial Office in London, authorized the raising of a sum of £1,675 for "preliminary railway surveys in the Champion Bay and mining districts."

These questions appear to have come under the general administration of the Surveyor-General, the Hon. Malcolm Fraser, who at that period controlled all public works. In 1874, the Governor proposed to the Colonial Office the establishment of a separate Department of Public Works. Considerable correspondence on the subject followed until the appointment of the Honourable J. H. Thomas, C.E., as "the Government Engineer," who reported direct to the Governor under that title in July, 1876, as Director of Public Works in May, 1877, as Director of Public Works and Engineer of Railways in May, 1878, and as Commissioner of Railways in July, 1881. Under this title the principal executive and administrative authority of the department has since been carried on. On the death of Mr. Thomas, in July, 1884, Mr. Clayton T. Mason, M.I.C.E., filled the position temporarily until the arrival of the Honourable J. Arthur Wright, C.E., from England in the following year. Mr. Wright carried on the several duties of Commissioner of Railways, Director of Public Works, and Engineer-in-Chief until the close of 1889, when he resigned his appointments to undertake the general management of the affairs of the Western Australian Land Company at Albany. It was then decided to separate the railways from the Works Department, and Mr. Clayton T. Mason, M.I.C.E., who had meantime held the appointment of General Manager of Railways, became Commissioner of Railways again on January 1, 1890.

On the institution of responsible government, the office was converted into a Ministerial one, and the Honourable H. W. Venn, M.L.A., was appointed to the dual portfolio of Commissioner of Railways and Director of Public Works. He took over the duties of Mr. Clayton T. Mason, on December 29, 1890, who, however, continued in the service of the department under the title of General Manager and Engineer for Existing Lines. That portion of those duties relating to the supervision

of private railways—of which by this time there was considerable mileage—fell practically into disuse (if, indeed, it had at any time been actively exercised), and the Commissioner of Railways thenceforward devoted his attention almost exclusively to the Government lines. In 1891 Mr. Mason was offered and accepted the position of



TYPE OF DINING CAR IN USE, GOLDFIELDS EXPRESS.

Collector of Customs, and thereupon the Engineer-in-Chief (the late Mr. C. Y. O'Connor, C.M.G.), took over the general management, in addition to the performance of his other arduous and numerous duties. This step appears to have been prompted by the fact that the Commissioner carried out all works of construction through the medium of the Public Works Department—even to improvements and additions to lines open for traffic, and the purchase of rolling-stock therefor. The development of the business, however, progressed to such extent that the necessity for further skilled supervision almost immediately became apparent, and, the Government deciding to follow the example set by New South Wales in similar circumstances, the Agent-General was instructed to obtain the services of an experienced officer from one of the leading British companies. The selection fell on Mr. John Davies, then occupying a position on the staff of the London and North-Western Railway—the railway which had given Mr. Eddy to New South Wales—and Mr. Davies accordingly took up the duties of General Traffic Manager of the Western Australian Government Railways on January 9, 1892.

The almost unprecedented rush of immigration which followed upon the gold discoveries of the nineties so enlarged the responsibilities of every Government department that the Engineer-in-Chief requested to be relieved of the duties of Acting-General Manager of Railways. On January 1, 1897, therefore, Mr. Davies was promoted to be General Manager, the position of Chief Traffic Manager being filled by the appointment of Mr. John T. Short, who had occupied a corresponding

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post on the Land Company's Great Southern Railway, then recently purchased by the Government.

Up to the time of the accession to office of the Leake Government in June, 1901, the Ministerial positions of Commissioner of Railways and Director of Public Works had been combined, but Mr. Leake considered that the time was now ripe for their separation, and Mr. J. J. Holmes, M.L.A., whose criticisms of the railway administration under the Forrest and Throssell regimes had attracted considerable attention, was appointed the first Minister in charge of the Railways Department. The strong views he held led to a disagreement of opinion with his General Manager, and the rupture ended with the suspension of the latter gentleman from office, which extreme step was taken on August 23, 1901. After some delay, the charges leading up to this measure were investigated by an independent board of inquiry, of which Mr. Pendleton, Commissioner of Railways for South Australia, was President, and although Mr. Davies was exonerated of all but one or two minor errors of judgment, the effect left on his mind was such that he preferred not to resume his position, but resigned the service on his reinstatement, being allowed leave until June 30, 1902, with a retiring honorarium of £1,000, in recognition of his services to the State.

When Mr. Kingsmill, the Minister for Railways in the second Leake Government, came to consider the question of filling the vacancy, the view was gradually forced



25 TONS BREAKDOWN CRANE.

upon his mind that the detailed control of the department and its now enormous ramifications could not be efficiently performed by Ministers of the Crown, who came and went with the swing of the pendulum of public opinion, and who also had their own private business

interests to attend to in addition. Having come to this conclusion, and feeling that continuity in the administration of the department was an essential to its success, the Government (of which Mr. Walter James, K.C., had become Premier, on the death of Mr. Leake in June, 1902), on the recommendation of Mr. Kingsmill, decided to revert to the position contemplated when the office of Commissioner of Railways was instituted by the Railway Act of 1878, that is to say, to fill it by the appointment of a gentleman who should be an officer of the Civil Service, and whose qualification should rest rather on broad commercial experience than on close intimacy with the details of railway life and work, on which points it was considered that the advice of two co-commissioners or of the officers responsible for the respective branches of the department should suffice. Acting on the policy suggested by these considerations, the Government offered the position to Mr. W. J. George, at that time representing the Murray constituency in the Legislative Assembly. Mr. George accepted the offer, and commenced the duties of the position on July 2, 1902. On the same date a rearrangement of the Cabinet took place, whereby the Minister for Works, Mr. C. H. Rason, took over the duties of Minister for Railways, and Mr. Kingsmill became Colonial Secretary. The latter, on the first opportunity, introduced a Bill into Parliament providing for the appointment, for five years, of a board of three railway commissioners, to be free from political influence, and of whom Mr. George was to be chairman. The powers, duties, and conditions of tenure of office were defined on the basis of the agreement which had been made between Mr. George and the Government.

The proposal for three commissioners did not meet with the approbation of members, however, and it was therefore dropped, the Bill being altered to provide for one commissioner only, in which form it received the Vice-regal assent on December 20, 1902. The old-time Acts, of which the Act in question (2 Ed. VII., No. 35) was an amendment, continued to remain in force, with the exception that the powers which the latter did not specially confer upon the Commissioner were transferred to the Minister for Works and Railways, and consequently certain anomalies and ambiguities were continued, until assent was given on January 16, 1904, to the consolidating Government Railways Act, 1904. This Act definitely placed the administration of all Government Railways open for traffic in the hands of the Commissioner, defining his responsibilities and powers in relation thereto, removing the administration from the control of politicians, and relieving him of the supervision of private railways.

Mr. George's tenure of office was completed in 1907, and the position of Acting-Commissioner was conferred upon Mr. John Treggerthen Short, who was afterwards appointed Commissioner as from July 1, 1908.

The total number of employés of the department for the year ending June 30, 1911 (the latest figures available) was 6,513, and the amount spent in salaries and wages £986,979. The proportion of working expenses to earnings for the four years ending on that date was about 66 per cent. For the year just closed it may possibly be somewhat higher, as the high cost of living and other causes have brought about a distinct increase in the rate of wages paid.

#### ORGANIZATION.

The department is divided, for purposes of organization, into five main divisions or branches on the lines usual with railways throughout the British Empire; that is to say, into the Administrative or General, Traffic, Locomotive, Way and Works, and Railway Stores Branches.

The Administrative Branch comprises the Commissioner's office, the Accountancy, and the Audit Branches. In the first named, all matters of administrative policy or particular importance beyond the ordinary routine work are dealt with, and subjects affecting more than one branch of the service are also usually decided. Under the supervision of the Chief Accountant the Accountancy Branch deals with all financial matters, revenue, expenditure, and accounts, while by means of the Audit Branch, under the control of the Auditor of Receipts, a more systematic check is kept upon all accounts.

The Traffic Branch, that is to say, the branch which controls the operation of traffic, thus realizing the object for which the railways were brought into existence, is presided over by the Chief Traffic Manager. There is not, as is frequently the case elsewhere, any distinct separate control of the passenger or coaching traffic and that of the goods traffic, so large a number of mixed trains and other arrangements wherein passengers and goods are combined in one service being necessary for economical working in a sparsely-populated country that it has not been considered of advantage to bring about such separation. The Chief Traffic Manager has the assistance of a Superintendent of Transportation, and for convenience of working the branch is divided into five districts, each of which is in charge of a responsible officer, known as a District Superintendent.

The Locomotive Branch, under the control of the Chief Mechanical Engineer, and embracing the extensive railway workshops, is responsible for the manufacture and repair of rolling stock and also for running. The workshops were originally at Fremantle, but the growth of the department and the consequent necessity for having a more convenient location, caused their removal some ten years ago to Midland Junction. Large sheds have been erected and fitted with the most modern appliances for dealing with the construction of every

kind of rolling stock, thus enabling work of that nature to be carried out locally. Previously everything of the kind had to be imported from Great Britain, or in cases of urgency from the other States, but since 1902 all additional stock in the way of carriages, waggons, trucks, and so forth has been manufactured by the department. During the past twelve months an order for fifty-eight locomotives has been sent out of the State, owing partly to the fact that the appliances necessary for an undertaking of such magnitude are not all immediately available, but more especially to the rapid development of traffic caused by agricultural settlement, which has fully taxed the resources of the Commissioner to cope with. The workshops are under the direct control of a Workshops Manager, who acts under the direction of the Chief Mechanical Engineer.

The Way and Works Branch is under the control of the Chief Engineer for Existing Lines, who is responsible to the Commissioner for the proper and efficient maintenance of the railways and all buildings, bridges, and other works connected therewith. All construction works are also carried out by this branch so far as lines open for traffic are concerned. The construction of new lines has been usually a matter of contract, but from time to time the question of the advisability of the department building its own lines has been raised. Experiments made in that direction have been considered so successful that the present Administration has practically decided to adopt that principle for the future. Speaking in Parliament recently upon this subject, the Minister for Works (Mr. W. D. Johnson) said:—"Taking the railways, they had experimented with them in the matter of construction by contract and departmental work. The result had been conclusive in showing that the departmental construction was undoubtedly the best. In each case the work had been completed departmentally with a saving to the State of thousands of pounds. In the case of the Mount Magnet-Black Range the tender had been £86,979, and the actual cost £71,460, making a saving of £15,519. . . . In regard to the same railway a net profit of

£6,500 had been made in the matter of freights. The tender price of the Bridgetown-Wilgarup line had been £52,765, and the actual cost £31,734, making a saving of £20,031. After such experiments he thought any Ministry would be disloyal if it did not follow these examples in the future." The interlocking and signalling arrangements, the first of which was installed in Western Australia in June, 1898, are also under the control of the Works and Ways Branch, which in addition embraces the various electrical and telegraphic requirements of the Railway Service.

The Railway Stores Branch, which until 1903 was part of the General Government Stores, was separated in March of that year, as it was found inconvenient to have railway stores under the control of another department. Under the Comptroller of Stores this branch buys, sells, and distributes all stores and material required by any section of the department. The departure made in 1903 has proved amply justified by the convenience and economy secured.

In any general survey of a State-owned railway system, such as that in operation in Western Australia, it should be borne in mind that its operations differ from those of a private concern. While the latter, if it is to be a success from the shareholder's point of view, must not only pay working expenses but pay handsome dividends, the former is satisfied to secure working expenses and interest. Its value to the community lies in the facilities given to communication and in the impetus given to the expansion of industry and commerce. The private railway considers the payment of immediate dividends the standard of success, and therefore only runs where settlement is permanent; the Government railway is often the forerunner of settlement, and its justification lies in the fact that it lays the foundations for future increased national prosperity. As a national asset it represents, therefore, a value far greater than the actual money expended upon its construction, and as a country which has "tried both" Western Australia should never again even consider the question of granting concessions over national utilities.

**JOHN TREGERTHEN SHORT,** Commissioner of Railways for the State of Western Australia, was born at St. Ives, Cornwall, England, on July 27, 1858. He is a son of the late Captain T. T. Short, of Plymouth, and received his education at Plymouth and Pridham's Grammar School, Shaldon. He left England for Australia in 1877, and it was in the sister State, not long after his arrival, that his long and honourable connection with the railways of Australasia commenced, he having joined the South Australian Railways Department in February, 1878.

He continued in that service altogether for eleven years, and for a considerable part of the time held the responsible position of stationmaster at the important junction station of Petersburg, on the narrow-gauge line linking the Barrier mines of New South Wales with Port Pirie and Adelaide. During the time he occupied this post the great Broken Hill silver boom took place, which led to an abnormal increase in the goods and passenger traffic, and to Mr. Short as district stationmaster fell the onerous task of organizing the

arrangements for the expeditious handling and dispatch of the enormous traffic which passed through this important centre. In 1899 he was offered the position of inspector directly under the S.A. Railway Commissioners, but he resigned from the Service and assumed the management of the Great Southern Railway built in 1886 by the Western Australian Land Company. The Great Southern Railway was purchased by the Government in December, 1896, and Mr. Short was offered the important appointment of Chief Traffic Manager of

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the Government Railways, the then holder of the position (Mr. John Davies) having been promoted to the office of General Manager. In 1902 the management of the railway system was by Act of Parliament



*Bartletto, Perth.*

MR. JOHN TREGERTIEN SHORT.

vested in a Commissioner of Railways, and in 1907 Mr. Short was appointed Acting Commissioner, which appointment was confirmed for a period of five years in July of the following year. Since Mr. Short has been connected with the Western Australian Railways they have developed enormously. The area open for traffic has been added to by some 1,350 miles and the revenue has nearly doubled. The system is still being extended in every direction, and each year sees further responsibilities devolving on the management in order to maintain efficiency and cope with the ever-increasing needs of the public. Mr. Short is a Justice of the Peace for the State of Western Australia. He has a charming residence and orchard on the banks of the Swan River at Guildford, and has extensive farming interests near Pingelly. He was married in 1881 to Miss L. C. Allen, a daughter of Mr. R. H. Allen, of Adelaide, and has a son and three daughters.

CHARLES BERKELEY RUSHTON, J.P., Secretary for Railways, Perth, was born at Wimborne, Dorsetshire, England, in June of 1868. As a boy he was a chorister of the

Manchester Cathedral, and it was there that he gained his early educational training in the school attached to that institution. He was next a member of the St. George's Chapel Choir at Windsor, where his educational studies were continued, and at a later stage he received a finishing course of instruction in a Continental school in Switzerland. His schooldays at an end he entered the service of a Bank at London, but owing to ill-health was compelled to resign his post. At the suggestion of his medical advisers he sought the warmer climate of Australia, and arrived in Melbourne in 1889, where he soon secured an appointment in the Commercial Bank of Australia, which he retained for six years. In 1895 he was transferred by the Bank to



*Bartletto, Perth.*

MR. CHARLES BERKELEY RUSHTON.

Western Australia, then becoming the cynosure of every eye owing to the wonderful discoveries of gold at Coolgardie and vicinity. The year following his arrival in the State witnessed his entry into the Civil Service as a clerk in the office of the Under-Secretary for Railways. Five years later he was appointed Acting Secretary, and in December, 1901, he assumed the full responsibilities of the position he now holds. Mr. Rushton is President of the Railways Institute, Chairman of the Staff Selection Board, and a Justice of the Peace for the Perth magisterial district. For recreation he invades the realms of music, devoting most of his leisure to choral work. In 1897 he married Alice,

a daughter of the late Mr. A. C. Akehurst, solicitor, Victoria, and has three children. Mr. Rushton resides at Claremont.

EDWARD SHOTTON HUME, M.I.M.E., Chief Mechanical Engineer, Western Australian Government Railways, Midland Junction, was born at Broughtly Ferry, Scotland, in 1857, and received his education at the High School at Dundee. For a time he studied in a lawyer's office, but finding the work congenial entered the Tay Foundry as an apprentice to the engineering trade and obtained a good general training in the different branches, including drawing, with some office experience when he had charge of the wages book, etc. While here he introduced a number of innovations, finding quicker methods of work, and was allowed special privileges by the master of the workshops. Leaving the foundry he went to sea as an engineer, and acting in this capacity to the Gippsland Steam Navigation Company of Melbourne in 1877 brought out and handed over to the Company the vessel "Rosedale," whose first trip was made from Circular Head to Tasmania. In 1877 Mr. Hume joined the staff of the Honourable John A.



*Bartletto, Perth.*

MR. EDWARD SHOTTON HUME.

Wallace as engineer to the Chiltern Valley Gold-mining Company, and two years later obtained employment under the New South Wales Government in the erection of locomotives, being one of three selected for permanent positions upon the com-

pletion of the work. Shortly after he was sent to North Wagga as the only mechanic in charge of locomotives, turntables, etc., in the whole district, and was on the first locomotive to cross the Murrumbidgee Bridge, witnessing the opening of the line to Albury on the overland route, at which period he was first officer in charge at Junee Junction. In 1884 he left the Service and connected himself with the firm of Messrs. McSharry and Co., railway contractors, who had promised him a post as manager of one of their contracts. Two very large lawsuits in which the Company were concerned intervened, however, to prevent the fulfilment of this promise at an early date, and their request that he would undertake work in the office and await results of the arbitration was declined by Mr. Hume, who accepted a post with Messrs. Logan & Co., contractors, in the Illawarra district. Ultimately he was induced by Messrs. C. & E. Millar, Australian railway contractors, to join their staff in the construction of the railway between Albany and Beverley, and the clackline to Newcastle in 1886, and when this was nearing completion he returned once more to Junee, New South Wales, and launched out in business on his own account, being successful in gaining first prize for the first locally-built plough and for a horse-waggon, at Junee Show in 1888. Responding to an invitation from Messrs. Millar to rejoin them, he sold out and assisted in the construction of the railway between Palmerston and Pine Creek, in the Northern Territory, also of bond stores, workshops, and bridges; finally, upon the purchase of the rolling-stock by the Government, handing it over in first-class condition. In 1890 he entered the employ of a British locomotive firm at Sydney and erected fifty-five locomotives, acting at intervals as consulting engineer for various firms. Six years later he again became associated with the Millar Brothers in the timber industry at Denmark, Western Australia, where he supervised the workshops, the erection of mills, rolling-stock, and plant, etc., and standardized drawings for the erection of various machines. In 1900 Mr. Hume was offered and accepted the post of Workshops Manager for the Western Australian Railways at Fremantle. Upon the death of the late Chief Mechanical Engineer (Mr. T. F.

Rotherham) he was promoted to Acting Chief Mechanical Engineer, which post was confirmed in 1904. Mr. Hume is a member of the Institute of Mechanical Engineers of Great Britain and a member of the American Railway Master Mechanics' Association, Incorporated, and of the American Bridge and Building Association. He is also a member and on the Council of the Western Australian Institute of Engineers.

ERNEST EDWARD LIGHT, M.I.C.E., Chief Engineer of Existing Lines, Western Australian Railways, Perth, was born in 1859 at Adelaide, South Australia, where he received his scholastic education at St. Peter's College. Upon leaving school, he served for a term



Greenham & Evans.

Perth.

MR. ERNEST EDWARD LIGHT.

in the State Railways Department, and during the five years passed in this connection became thoroughly conversant with the details of the workshops and railway construction. He resigned from the Service to take the post of engineer to a firm of contractors in South Australia, and remained in this employ from 1882 to 1884. In the latter year he came to Western Australia and joined the Government Service, being engaged on railway surveys and superintending railway construction as Resident Engineer until the beginning of 1888. He afterwards proceeded to Victoria and for a year became associated with the firm of Messrs. David Munro & Co., railway contractors, for a time and spending a

short period in the service of the Victorian Railways Department. In 1890 Mr. Light joined the staff of the New South Wales railways, where for three years he held the position of Assistant Engineer to the Divisional Engineer. Returning to Western Australia, shortly after his arrival he rejoined the Railway Service in this State and engaged in various works then in construction. In 1895 he was appointed Assistant Engineer in the Existing Lines Branch and in 1897 Resident Engineer of the Metropolitan District, three years later becoming assistant Chief Engineer until the retirement of Mr. W. W. Dartnall in 1908, when he received promotion to the present post. Mr. Light is a member of the Institute of Civil Engineers, London, also a foreign member of the Society of Engineers, England, and a member of the Western Australian Institute of Engineers, of which he is a Vice-President. He has been President of the Western Australian Railways Institute and is now a life member of that body.

NEIL DOUGLAS, Chief Traffic Manager, Western Australian Railways, Perth, was born at Dunolly, Victoria, in 1863. He received his scholastic training at the public and high schools in Dunedin, New Zealand, and upon its conclusion spent a year in seafaring pursuits. In 1880 he became connected with the New Zealand Railway Service, and during the eight years spent in this employ passed through the various grades of junior porter, shunter, guard, signalman, until he reached promotion to stationmaster. In 1889 he transferred his residence to New South Wales and spent five years in the office of the Superintendent of Lines in Sydney. At the end of this period Mr. Douglas came to Western Australia, where he entered the Railways Department as chief clerk in the Traffic Branch of the Service, and after three years in this department served about twelve months as piermaster at Fremantle. Ten years as District Superintendent on the goldfields and five years in his present position of Chief Traffic Manager at Perth complete eighteen years spent by Mr. Douglas in the service of the Western Australian Railways Department.

**JOHN PIDGEON, M.I.C.E.**, District Engineer for the Metropolitan district of Western Australian Railways, was born at County Kildare, Ireland, in October, 1859. He received his education at the Grammar School, Tuam, Ireland, and after leaving school turned his attention to engineering as a profession. As pupil to Mr. James Price, M.A., M.I.C.E., in 1882 he went to South Africa and there joined the Government Railways Department as draughtsman, subsequently being appointed Assistant Engineer on Construction, and continued in this service until 1886, when he returned to Ireland. In the middle of the same year Mr. Pidgeon sailed for the Antipodes and became associated with the Western Australian Land Company as Assistant Engineer on the railway under construction from Albany to Beverley. Five years later he accepted a post as engineer in the Public Works Department, and in this capacity took charge of the construction of the Geraldton to Mullewa railway line, fulfilling the duties of executive engineer in this and other works. In 1897 Mr. Pidgeon settled at Albany as Resident Engineer in the Railway Department, and subsequently re-



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*Perth.*

MR. JOHN PIDGEON.

moved to Coolgardie in the same capacity. This service he relinquished to take over the duties of his present appointment, that of District Engineer at Perth. He was an officer for two years of the Australian Intelligence Corps in Perth, and afterwards received transfer to the Corps

of Australian Engineers, in command of No. 4 Half Field Company. He is a member of the Institute of Civil Engineers and of the Western Australian Institute of Engineers.

**ERNEST ALFRED EVANS**, Workshops Manager, Western Australian Government Railways, Midland Junction, was born in 1865 at Worcester, England, and was educated at the Queen Elizabeth Grammar School in the same town. Subsequently he was articled for seven years to the firm of Messrs. McKenzie & Holland, engineers, of Worcester, and upon the completion of his indentures continued with these gentlemen as draughtsman and assistant engineer for another four years. After a further term as



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MR. ERNEST ALFRED EVANS.

assistant in the London office of this firm, in 1890 Mr. Evans came out to Australia to the Railways Commissioners of New South Wales to fill an appointment as assistant interlocking engineer in connection with the State railways. Resigning from the Service, he re-entered the employ of Messrs. McKenzie & Holland, acting as their representative in Western Australia for about two years. In 1897 he joined the Western Australian Government Service as interlocking engineer, and held that post until August, 1893, when he received the appointment of Workshops Manager at Fremantle, which office was transferred to Midland Junction upon the removal of the works to that centre. Mr.

Evans is an Associate of the Institute of Mechanical Engineers, London, and a member of the Western Australian Engineering Institute.

**HENRY RIGG**, Superintendent of Locomotive Running, Western Australian Government Railways,



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MR. HENRY RIGG.

Midland Junction, is a Victorian by birth, having been born at Echuca, in that State, on November 1, 1866. He received his scholastic training at St. Francis' College in Melbourne, and subsequently turned his attention to the engineering trade. Coming to Western Australia while still quite a lad he spent two years in the fitting-shop of the Jarrahdale Timber Company, and at the age of seventeen became associated with the engineer-in-charge of the locomotive works on the construction of the railway from Chidlow's Well to Beverley. Upon the completion of this enterprise in 1886 he joined the Government Service in April of that year, and working upwards from the grade of engine-cleaner to that of fireman and driver, he won his way to the post of locomotive inspector in 1895. He was then placed in charge of a district and finally received the appointment of locomotive inspector for the whole of the Service, including the outdoor running work and car and waggon supervision; in July, 1908, being further promoted to his present position. Mr. Rigg is an associate-member of the Western Australian Institute of Engineers and a life member of the Railways Institute.

GEORGE MAGNUS YOUNG, Chief Draughtsman of the Locomotive Branch, Western Australian Government Railways, Midland Junction, was born at Angaston, South Australia, in 1867. Upon the conclusion of his scholastic career, at sixteen years of age, he entered the



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MR. GEORGE MAGNUS YOUNG.

engineering firm of Messrs. James Martin & Co., Gawler, as an apprentice to the fitting trade, and was identified with the staff of the drawing office for some time. He remained there until 1891, when he came to Western Australia and joined the Government railway service as a draughtsman, in which department he received steady promotion until his appointment as chief draughtsman on August 1, 1907. In addition to controlling the work in the drawing office he supervises the testing section of the Railways Department and the chemical laboratory.

Lieutenant HAROLD DOWSON, M.I.E.E., Officer Commanding No. 4, Electric Company Corps of Australian Engineers, is a son of Professor John Dowson, of Royal Staff College, Sandhurst, England. He was born at Wokingham, Berks, England, on October 22, 1861, and received his education at Wellington College, Berkshire. When eighteen years of age he joined the Bell Telephone Company in London and spent about ten years in this and other companies, being identified with their

service in Scotland, London, on the Continent, and abroad. In 1889 Mr. Dowson came to Australia, and settling in Melbourne joined the Postal Department, also finding employment with various electric companies until 1892, when he left Victoria and became a member of the staff of the Railways Department of Western Australia in the capacity of inspector of railway telephones. The great value of the telephone service had hardly been grasped by the greater portion of the community in those days, and it fell to the gentleman under review to bring it more prominently before the notice not only of those in authority over him but of the general public. For the past fourteen years he has held the position of Electrical Engineer of Railways in Western Australia,



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LIEUTENANT HAROLD DOWSON.

the whole of the electrical staff and appliances being under his supervision. Upon the formation of his Company, attached to the Fremantle defences, Lieutenant Dowson was appointed the first militia engineer officer in the State. Having little time to spare for anything outside his profession he has few hobbies, even having to devote part of his holidays to his military duties. He was married in December, 1897, to a daughter of the late Mr. M. Hummerston, well known both in Western and South Australia, and has two sons and a daughter.

Lieutenant ROBERT BLEAZBY, B.A. & B.A.I., Associate M.I.C.E., Australian Intelligence Corps. The

subject of our review is a son of the late Mr. William Bleazby, of Kingsale, County Cork, Ireland, where he was born on July 22, 1870. He was educated at King's School, Sherbourne, Dorset, England, and at Trinity College, Dublin. Leaving the University he spent a couple of years in the service of the Tralee and Dingle Light Railway Company, and in 1895 took his departure for the land of the Southern Cross, his destination being Western Australia, where he arrived in April, 1895. Almost immediately he entered the Engineering Branch of the Railways Department at Perth as a draughtsman, and he now occupies the post of Assistant Engineer. He joined the military forces of Australia in February, 1911, becoming attached to the Australian Intelligence Corps, in which he holds the rank of Lieutenant. During his college days he won honours as an oarsman, and was a member of the senior University Four which cleared the boards in Ireland in 1889. Until recently Lieutenant Bleazby devoted much of his leisure to gardening pursuits, but he has now put aside this pleasant pastime for the more serious work of a military career. In 1902 he married at Coolgardie a daughter of Mr. C. E. Stokes, of Narrogin,



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LIEUTENANT ROBERT BLEAZBY.

and granddaughter of the late General Sir John Stokes, K.C.B., R.E. His family consists of a son and three daughters.

WILLIAM HERBERT HOPE, Chief Clerk in the Railway Commissioner's Office, Perth, and the Com-

missioner's representative on the Appeal Board constituted under the Government Railways Act, is a native of this State, having been born at Fremantle in March, 1860. He received his education at the Government school and by private tuition, and at the conclusion of his schooldays began his official career as a teacher in the Education Department, where he continued for twelve months. At the close of this period he was transferred to the Colonial Secretary's Office, and thence, in 1881, to the Railway Department in the capacity of clerk to the Traffic Manager and Locomotive Superintendent. Mr. Hope's connection with the railways has thus dated almost from their inception in Western Australia, his appointment taking place only two months after the department was opened, and only recently he completed his thirty years' service in this connection, having gradually received promotion until the attainment of his present position, making in all thirty-nine years spent in the Public Service—an honourable record surpassed by few in the State. Mr. Hope has interested himself in the progress of the Anglican Church, and is a member of the Cathedral Chapter in Perth and one of the representatives of the Cathedral at Synod. He is a Freemason and has passed



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MR. WILLIAM HERBERT HOPE.

through all the chairs of his Lodge, having also in the past filled one of the offices in the Royal Arch Chapter. In 1888 he married a daughter

of the late Mr. T. L. Cottrell, of Perth, his wife being a cousin of the late Honourable George Throssell. He has one daughter.

LEWIS HOWARD GWYNNE, Chief Accountant to the Western Australian Government Railways, was born in 1867 at Liverpool, England. At the close of his scholastic career, which he pursued in the city of his birth, he became engaged in mercantile life in the office of Messrs. John Bewley & Son, a well-known firm of chartered accountants. After twelve months' experience with this firm he transferred his services to the Royal Liverpool Friendly Society, and in 1890 was engaged in London by the Western Australian Land Company to come to this



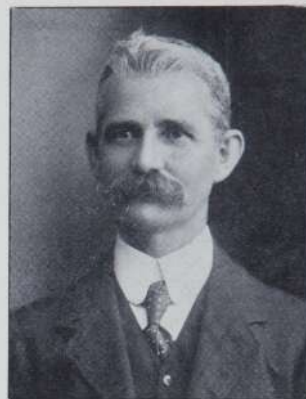
*Bartletto, Perth.*

MR. LEWIS HOWARD GWYNNE.

State as bookkeeper in the offices of the Great Southern Railway. This post he retained until the purchase of the railway by the Western Australian Government, who also took over the working staff of the Company and gave to Mr. Gwynne the appointment of senior clerk of the expenditure section of the Chief Accountant's Branch. Upon a reorganization of this Branch Mr. Gwynne was appointed chief clerk and later to the joint offices of paymaster and receiver. Ultimately he received promotion to his present office. Mr. Gwynne is General Treasurer of the Railways Institute, Chairman of the Railway Employés' Death Benefit Fund, and Chairman

of the Railway Employés Provident Fund. He is keenly interested in athletic sport.

WALTER CHARLES ROBINSON, Chief Clerk to the Traffic



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MR. WALTER CHARLES ROBINSON.

Department, Perth, is a son of the late Mr. Keyran Robinson, of Wellington, New South Wales. He is an Englishman by birth, having been born at Winslow, Buckinghamshire, on July 20, 1869; but at an early age was brought to Australia by his parents, who settled in the Mother State. His scholastic training at a superior public school in Wellington concluded, in 1884 he joined the Government Railways Department as telegraph probationer, and after various promotions was appointed first clerk in the District Superintendent's Office, Goulburn. Mr. Robinson at subsequent periods was employed in offices in most of the large towns of New South Wales, and at one time acted in the dual capacity of post and telegraph master and stationmaster at Springwood. On March 3, 1893, he arrived in Western Australia and began his official career as clerk in the General Manager's Office at Perth, a year later being created goods agent, this appointment being the first of its kind in the State. In 1897 he was appointed district stationmaster at Bunbury, having charge of an entire section in addition to his other duties. Owing to the rapid increase of trade, by which Bunbury rose

from merely a small town to rank as the second seaport in Western Australia, it became necessary to add the duties of piermaster to those of stationmaster, and Mr. Robinson was duly appointed to the new office. In September, 1908, he was promoted to the post of goods agent at Fremantle, where he continued until June 1, 1912, when he was appointed to his present office. Mr. Robinson has received frequent recognition of his services in the various centres where he has resided. When he resigned from the New South Wales Department he was the recipient of two illuminated addresses and several valuable presentations, and since coming to Western Australia has received several other presentations, including illuminated addresses from the citizens of Bunbury, accompanied by a purse of sovereigns, a mounted sword from the railway officials at the same town, and a very valuable gold hunting-watch from the railway employés at Perth. He is a member of the Executive Committee of the Railways Institute and Commissioner's representative on the Ambulance Executive. He holds a commission of Lieutenant in the Light Horse, and at the present time is in command of the Metropolitan Squadron. Mr. Robinson is a great lover of horses and spends all his spare time in the saddle during the hunting season. In 1891 he married a daughter of Mr. Thomas J. Willis, of Parramatta, New South Wales, and has a son and a daughter.

**MICHAEL FRANCIS O'REILLY**, Chief Clerk in the Way and Works Branch, Railways Department, Perth, was born in September, 1865, at Port Fairy, Victoria. He received his educational training at the model schools and at the Christian Brothers' and King's Colleges, Melbourne, and at the close of his scholastic career entered the Railways Department of Victoria as a junior clerk in 1882. Being first engaged in the Secretary's office Mr. O'Reilly afterwards received transfer to the Audit Department, passing from there to the Way and Works Department, in which latterly he filled the position of staff and statistical clerk, working under Commissioners Speight, Greene, Francis, and Matheson. About the end of 1896 he was offered the post of chief

clerk in the Way and Works Branch of the Western Australian Government Railways, which he accepted, and has filled this appointment ever since. Mr. O'Reilly has identified himself with keen interest in the



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MR. MICHAEL FRANCIS O'REILLY.

Railways Institute, and in the past has occupied the position of Chairman to the Council. He is a member of the Railway Board for the selection of employés.

**EDWARD SAMUEL EVANS**, Stationmaster at Fremantle, is a son of Mr. Samuel Evans, of Aberdovey, North Wales, where he was born on February 17, 1867. Educated in his native town, at the age of thirteen he went to sea, and for the following five years was engaged in seafaring pursuits. In 1885 he joined the permanent-way staff of the Cambrian Railway Company in Wales, and remained in that employ for about four years. In his twenty-second year he entered the service of the Central Wales and Caermarthen Junction Railway as clerk, and when that line was absorbed into the London and North-Western Railway system he transferred his services to the new company. Two years later he emigrated to Western Australia, drawn thither by the glowing accounts of the gold discoveries, and arriving in 1894 shortly afterwards obtained a position as goods clerk at Fremantle. Eight years later he became acting piermaster and goods agent at that sta-

tion, and from 1902 to 1904 was goods agent at Kalgoorlie, transferring to Albany, where he filled the post of stationmaster until May, 1910, when he removed to take a similar appointment at North Fremantle. In the following January Mr. Evans was promoted to the position he now holds. He was one of the originators of the annual railway picnic, which has since grown to be looked upon as an institution. He is Secretary of the Presbyterian Church, Fremantle, and has acted as Superintendent of the Sunday-school. His leisure time is devoted to the study of literary works of merit, and he is an inveterate reader. In 1899 he married a



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MR. EDWARD SAMUEL EVANS.

daughter of the late Mr. William Pettmann, of South Australia, and has three sons and two daughters.

**CHARLES AUGUSTUS SMITH**, Stationmaster, Kalgoorlie, is a New Zealander, having been born at Christchurch, South Island, in 1862. At the close of his scholastic education he joined the Traffic Department of the New Zealand railways and gradually rose to the position of stationmaster during the seven years spent in this connection. Proceeding to New South Wales at the end of this period, in 1884 he entered the Railways Service in that State as telegraph operator, again attaining promotion to stationmaster as the years went by. In

1897 Mr. Smith came to Western Australia under engagement to the Government Railways Department in this State, and was given the appointment of stationmaster in the first instance at Mullewa, subsequently being transferred to Cue, Southern Cross, and Albany successively, and after a period, during which he acted as goods agent at Kalgoorlie, was appointed stationmaster at Midland Junction in September, 1908. In June, 1912, he was transferred to take up similar duties at Kalgoorlie.

JOHN SHILLINGTON, District Superintendent at Narrogin, Western Australian Railways, received his education principally in Sydney, New South Wales. Upon the termination of his studies he became connected with the Railways Department of that State for about five



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MR. JOHN SHILLINGTON.

years, and in 1895 came to Western Australia, where he joined the Goods Manager's Department in Perth as chief clerk, a position he held till 1899. He was then sent to Kalgoorlie as goods manager for the goldfields for four years, at the end of that period being given charge of the goods department in the Metropolitan division. Early in 1911 Mr. Shillington was promoted to chief clerk in the Traffic Department at Perth, an appointment he continued to hold until June 1, 1912, when he was transferred to Narrogin as District Superintendent. He has always taken an interest in the Society for the Prevention of Cruelty to Animals, and occupies the office of Hon. Treasurer of the Board. He was a foundation member of the Railways Institute, and has in the past fulfilled the duties of councillor in that body.

## Midland Railway Company.

The only private concession of note remaining in Western Australia is that known as the Midland Railway Company, operating between Midland Junction and Walkaway, near Geraldton, a distance of 277 miles. It was the outcome of a proposal made by Mr. John Waddington in 1884 to construct a line from York to Geraldton by way of Newcastle and Northam, the terms being based upon those in the agreement made with Mr. Anthony Hordern in regard to the Great Southern Railway. A Committee of the Legislative Council, to which the proposal was referred, advised that the line should start from Guildford and run *via* the Victoria Plains to Walkaway, the southern terminus of the Government line from Geraldton, and that a grant of 12,000 acres, to be selected within 40 miles of either side of the line, be made for each mile of line constructed. On that basis an agreement with Mr. Waddington was signed early in 1886. Included in it was a provision that the contractor should, within seven years, introduce 5,000 immigrants, being granted in consideration an area of 50 acres for each statute adult. This provision was, however, practically a dead letter from the start, and was never enforced. Mr. Waddington's concession was afterwards transferred to a company called the Midland Railway Company of Western Australia. A contract for the construction of the line, which with rolling stock and appurtenances was estimated to cost £1,000,000, was let to Mr. Edward Keane and a start made with the work. Want of success in obtaining the necessary capital caused a suspension of the work in 1887. With the help of Eng-

lish capitalists a new start was made in 1888, but for some years progress was very slow, continual delays occurring from various causes, most of which were in some way connected with finance. The time allowed for construction was extended from time to time by different agreements, the most important of which was one entered into in 1893. Under this the Government agreed to guarantee 4 per cent. interest on £500,000 worth of debentures to be issued by the company, in return for which the Government received a mortgage over the company's lands, and an agreement that the proceeds of any sales of such lands should be held by the Government towards payment of principal and interest of the debentures. There was also a further proviso that should the company at any time owe the Government under the guarantee £20,000 for interest over and above the amount held from the proceeds of sales, the Government could enter upon and take possession of the railway and the unsold lands. Under this agreement the railway was completed and opened for traffic in 1894. From time to time the question of Government purchase has been raised, the last occasion being in August, 1905, when the Premier (Mr. H. Daglish) unsuccessfully endeavoured to procure the authority of Parliament to purchase the whole of the assets for £1,500,000.

In the lands granted to the company in return for constructing the line are some of the finest agricultural and pastoral lands of the State. For the first few years little or no attempt was made to dispose of them, but since Mr. Jas. Gardiner became interested in their dis-

posal there has been much more activity displayed, especially as he has shown a desire to assist the policy of agricultural settlement, which has for the past six or seven years been practically the principal item in the policy of whatever Government happened to be in power.

At the present time Mr. J. G. Drake is acting as General Manager of the company, Mr. George Smith, who for some years occupied that office, having resigned some little time ago to accept a responsible position in another State of the Commonwealth.

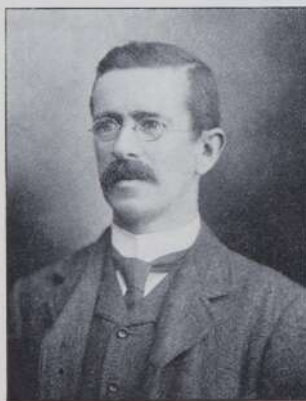
**WILLIAM HENRY MORRIS.** Engineer and General Manager of the Midland Railway Company of Western Australia, Midland Junction, is an Englishman by birth, having been born at Oswestry, in Shropshire. He served a pupilage in civil engineering under the late Mr. George Owen, Engineer of the Cambrian Railway from 1874 to 1877, afterwards remaining with that Company as Assistant Engineer. In 1885 he relinquished this service to join the Belfast and County Down Railway Company as Resident Engineer, where he remained several years, during which time he reconstructed the entire line and doubled a large portion of it, besides carrying out several extensions. In 1906 Mr. Morris was offered and accepted the position of Engineer to the Londonderry and Lough Swilly Railway, and while resident in Ireland rendered important service as a lecturer on railway working and safety appliances to the

present (1912) is acting as the General Manager. Mr. Morris is a member of the Institute of Civil Engineers of Ireland.

**WILLIAM BROWN,** Locomotive Superintendent, Midland Railway Company of Western Australia, Limited, was born on Scottish soil, at Ardrrie, Lanarkshire, in 1858. At

the Company as Works Manager for two and a half years. In 1902 he was appointed Locomotive Superintendent, which position he has held ever since. Mr. Brown is a member of the Western Australian Institute of Engineers.

**HAROLD DAGLEY GIBBS,** Accountant to the Railways Branch of the Midland Railway Company of Western Australia, Midland Junction, is a native of this State, having been born at Bunbury in 1878. He received his education at the local State school, and afterwards was identified with the Western Australian Railways Department in a clerical capacity for five and a half years. In February, 1898, he joined the goods branch of the Midland Railway Company as assistant goods agent, subsequently acting as relief officer, relieving stationmaster, etc., until in 1902 he was given charge of the accountant's branch of



Bartletto, Perth.

MR. WILLIAM HENRY MORRIS.

combined railway companies of the North of Ireland. In 1910 he left the Old Country for Western Australia to accept the appointment of Engineer and Traffic Manager to the Midland Railway Company, and at



Bartletto, Perth.

MR. WILLIAM BROWN.

the close of his educational studies, which he pursued at Glasgow, he served as an apprentice in the drawing office and workshops of a marine engineering firm until he was twenty-one years of age. He then obtained a useful and varied experience in different iron- and steel-works in Lanarkshire, and was identified with the Steel Company of Scotland as patternmaker and fitter, being engaged in general engineering with these companies for about fifteen years. In 1883 he went to London and joined the firm of Messrs. James Simpson & Co., relinquishing this connection in 1891, when he came to Western Australia under engagement to Mr. E. Keane, contractor for the Midland Railway Company, and subsequently entered the service of



Bartletto, Perth.

MR. HAROLD DAGLEY GIBBS.

the concern, under Mr. George Smith, and since then gradually the full control of the department has fallen into his hands. Mr. Gibbs interests himself warmly in the various public functions of the neighbour-



hood and has been a councillor of the Midland Junction municipality for the past three years. He is prominently associated with friendly society work, and since 1898 has held membership in the Independent Order of Oddfellows, passing through all the chairs of the order and at present holding the office of Grand Trustee. He is also a Trustee and a Past District President of the Hibernian Society, and is a founder of the Swan District Friendly Societies' Association. He is a warm advocate of all manly outdoor sports, and a member of the Midland Junction Club.

WALTER BLAND BROWN, Traffic Inspector, the Midland Rail-



*Bartletto, Perth.*  
MR. WALTER BLAND BROWN.  
way Company of Western Australia, Midland Junction, was born at

Tumut, New South Wales, in 1864 and received his educational training in his native town. At the close of his schooldays he was engaged in the New South Wales Government Service for some years, and after his resignation came to Western Australia in 1904. He joined the clerical staff in the Railways Department of the Midland Company and continued in this capacity until 1910, when he received the appointment to his present position.

FRANCIS HORNER, Goods Agent, Midland Railway Company of Western Australia, Midland Junction, was born at Gladstone, South Australia, in 1878, and received his education in his native town. At the close of his schooldays he assisted his father in farming pursuits until 1900, when, coming to Western Australia, he obtained employment with Mr. G. C. Hoskins in connection with the testing of the pipes for the Coolgardie water scheme, occupying about fifteen months. After a period of four years, during which he was engaged with the Temperance and General Life Assurance Society, in 1905 he joined the Midland Railway Company as porter, subsequently being promoted to shunter and guard, and finally from assistant goods agent to his present position in October, 1910. Mr. Horner has taken a keen interest in friendly society work at Midland Junction and has passed through all the chairs of the Ancient Order of Foresters, being also a member of the Scottish Branch of the Masonic Lodge, No. 972, Midland Junction. He is an enthusiast in rifle-shooting, having

joined the Perth Rifle Club in 1902, and in a very short time was firing from the scratch mark. In 1903 he was chosen as a member of the team



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MR. FRANCIS HORNER.

to represent Western Australia in the Commonwealth match in New South Wales, and in the years 1905 and 1908 he was included in the teams competing for the same prize in Victoria and South Australia respectively. In 1904, when the Commonwealth match was contested in Western Australia, he rendered invaluable assistance in coaching the home team for this important rifle event. Mr. Horner has a fine collection of medals, badges, and trophies, and is well known to most of the riflemen in the different States of the Commonwealth.

## The Trans-Australian Railway.

The advantages of a railway connecting the western and eastern sides of the continent has long been recognized, but until the advent of Federation it was considered to be beyond the sphere of practical politics. The earliest suggestion was made in 1883, when Colonel McMurdo offered, under certain conditions, to construct a line from Beverley to Albany, and thence to the border of South Australia. The terms, however, did not commend themselves to the authorities. A more ambitious scheme was put forward by Sir Julius Vogel and Mr. Aubrey Coote later in the same year. They offered to build a railway from Beverley to Eetakup, and thence

easterly and northerly to Eucla, skirting the coast as far as possible, in return for a land grant of 12,000 acres per mile of line. A similar proposal to build a line across South Australia to connect with the Western Australian line at Eucla was made to the Government of the sister colony. The South Australian Government declared itself opposed to a transcontinental line on the land-grant system, and consequently that portion of the Vogel and Coote scheme was dropped. It was not again raised until after the discovery of the goldfields, when the wave of prosperity and the rush to secure the precious metal had drawn a large population into the far eastern por-

tions of Western Australia. As the question of Federation was then in the air, and the colony's adherence to the proposal earnestly desired, it was thought by the local authorities that the building of the transcontinental line—from Kalgoorlie to Port Augusta—ought to be set out in the Commonwealth Bill as an inducement to Western Australia to become one of the federating States. Negotiations towards this end were entered into, but for various reasons the other colonies declined to make the railway a feature of the Bill. The utmost secured was a promise from the Government of South Australia to assist in securing the railway and an "honourable understanding" on the part of the other colonies that the line should be undertaken as soon as possible after the Federation. But the result proved disappointing. So far from being willing to construct the railway, the Federal Parliament would not even seriously think about it. Western Australia would then have joined with South Australia in constructing it as a State affair, but that Government urged that it was a Federal matter, and so far forgot the pre-federation promises as to decline to give the Federal Parliament consent to construct the line through that State until the Commonwealth had agreed to take over the Northern Territory.

To keep the question alive, and believing in the genuineness of political promises, the Western Australian Government in 1901 ordered its Engineer-in-Chief (Mr. C. Y. O'Connor) to prepare a statement of the probable cost of the line. His estimate, which was laid before the Commonwealth Parliament, was about £4,400,000. Later on Mr. Muir, the Inspector of Engineering Surveys, made a personal inspection of the whole country from Kalgoorlie to Eucla, and reported that for 250 miles westward of the South Australian border the stretch of country was one of the finest he had seen in Australia. The Commonwealth Parliament then asked for a general report from the Engineers-in-Chief of all the States, as to the probable cost of construction, the probable annual revenue, the cost of maintenance, the route recommended, the gauge proposed, the probable time which would be occupied in construction, the probable present and future effect of the railway if constructed, the advisability of constructing it, and any other matters regarding the proposal which they deemed worthy of being brought under notice. The final report of these officers, dated August 27, 1903, estimated the cost of construction at £4,559,000, the revenue at £205,860, and the expenses and interest at £273,966.

In conclusion, the report summarizes the benefits likely to accrue from the realization of the scheme in the following words:—

"The chief effect of the construction of the Transcontinental Railway would be to draw the Eastern and Western States into closer relationship politically, commercially, and socially.

"The feeling of the community of interests engendered by the establishment of the Commonwealth would be more steadily and satisfactorily maintained, and in case of foreign attack, when communication by sea, if not cut off altogether, might be precarious, a safe and rapid means of conveying men, arms, and ammunition from one side of the continent to the other would be invaluable.

"There would be a saving of time of two days in the delivery of mails between East and West. The railway would enable despatches and communications to be expedited, which is a matter of immense importance both from a business and social point of view. It would greatly induce travel, and many people who shun the discomforts of the sea trip, or cannot afford the extra time involved, would readily take advantage of the railway.

"The saving of time would be more than doubled when return mails between Europe and the Eastern States are considered.

"The saving of time between Fremantle or Perth and the Eastern States is small compared with that between Kalgoorlie and the Eastern States. The journey from Kalgoorlie to Adelaide now requires five days, whereas it would then be done in thirty-six hours by the railway.

"It may be expected that the food supply of the goldfields would be better and cheaper, as the result of the construction of the railway. The cost of living is now very high in that district, and, in consequence, miners and others do not reap that benefit from their high wages which might be expected. On the other hand, were the cost of living reduced, wages might come down without any hardship to the men, and enterprise would be stimulated.

"The present telegraph line runs for the greater part of its length through uninhabited country, and its maintenance is carried on under great difficulties. Were the railway constructed, a better, more accessible, and more easily maintained line could be made available, which could be duplicated as required, and payment for the use of the submarine cable, in consequence of interruption or inadequacy of the land line, would be obviated.

"New tracts of country would be opened up for pastoral settlement both in South Australian and Western Australian territory, the chief difficulty at present lying not so much in the want of fertility of the country and the absence of water as in its inaccessibility.

"The same may be said as regards mineral development. Recent discoveries show that the country for 175 miles east of Kalgoorlie, which is auriferous, may turn out to be highly productive, and a source of revenue to the railway. Tarcoola, and other mining centres in South Australia, if rendered more accessible, may come to enjoy prosperity after they have been more thoroughly

and systematically prospected. The reports of the Government Geologist are not unfavourable."

Having reached that stage the next step was the introduction into Parliament in 1904 of a Bill to authorize the survey of the route. The opponents of the railway were, however, too strong in the Senate, and the Bill was talked out. On its being reintroduced in 1905 it was voted upon and defeated in the Senate by one vote. The measure finally succeeded in becoming law in 1907. After the survey a revised estimate of the cost, amounting to £3,988,000, was submitted by Mr. Henry Deane, Consulting Engineer to the Commonwealth. On these figures a Bill for the construction of the railway was introduced into the Federal Parliament in September, 1911, and the fact that it succeeded in safely passing the two Houses is evidence of the change of opinion that has taken place during recent years. The length of the line between Kalgoorlie and Port Augusta is set down as 1,063 miles, and the gauge is to be 4 ft. 8½ in.

Thus, after nearly twelve years of weary waiting, sometimes almost without hope, Western Australia is to receive that consideration which she was promised as an

inducement to enter the Federation. That even apart from defence it will be of national advantage there is little doubt. To quote the words of the Prime Minister: "This line will, I venture to predict, open up avenues of industry and development which generally are little dreamt of. One honourable member on this side spoke of the impossibility of much of the land growing this or that. . . . We have heard a similar denunciation of various lands in Australia, and it has remained for the opening up of those areas to disprove such assertions."

To quote, in conclusion, from an article in a recent number of *The World's Work*:—"From whatever aspect it is viewed—as a measure for defence, or for commercial or economic development, or simply as a constructive work alone—it excites admiration and awakens the keenest interest. Australian statesmen have laid stress on the point that if the railway does nothing else it will at least arouse throughout Australia a truly national sentiment. Old shibboleths will disperse and old barriers go down before it. It will wipe away old prejudices. It will bind Australia together humanly as well as actually."

HENRY CHINN, civil engineer and licensed surveyor, Supervising Engineer in charge of the Western Australian section of the Trans-Australian Railway, was born near Preston, Victoria, on January 2, 1860. He is a son of the late Mr. John Mitchell Chinn, and is descended from the well-known Cornish family of that name, who carried on the Hale Foundry in the County of Cornwall. Educated first at the Turrett House Academy in Melbourne, and later at the Melbourne Model High School, at the conclusion of his studies he served a term under the well-known engineer, the late Mr. Charles John Taylor. This gentleman—who was responsible for the institution and construction of the Yan Yean water-supply works for the city and suburbs of Melbourne—gave him a first-class grounding in the principles of engineering, and with this foundational knowledge he proceeded to Sydney at the inception of the water-supply scheme for that city. Mr. Chinn here served for five years under the direction of the late Mr. E. O. Moriarty, one of the ablest men in his profession practising under the Southern Cross, and at the termination of the work in which he was engaged established himself in New South Wales for a time as a licensed surveyor and engineer. Subsequently he removed to Melbourne, and in a short time formed a very

large connection in both branches of his profession. For fourteen years onward from the late eighties no name was better known in engineering circles in Victoria and elsewhere, and many important works throughout the Commonwealth were placed



J. J. Dwyer,

Perth.

MR. HENRY CHINN.

to his credit. Among these were the constructional works of the sewerage system of Melbourne and the whole of the plans for the construction of the railway line and bridges in connection with the North Mount Lyell

Railway—one of the heaviest pieces of work ever brought to a successful conclusion in Australia. In the sewerage scheme he acted as contractor and engineer for much of the work in conjunction with the late Mr. Palkingham, his partner, and with the same gentleman constructed one of the first agricultural railways in the State of New South Wales, *viz.*, from Parkes to Condobolin. He made all the engineering surveys on the upper Brisbane River for the Brisbane water-supply scheme, and at the conclusion of this work was engaged by a large English company to report upon the proposition to construct a railway from the Gulf of Carpentaria to Cloncurry in Queensland. Having completed this report, Mr. Chinn came to Western Australia in 1904, and started in private practice in Perth. He made a special study of the railways of this State, and wrote a series of reports pointing out various reforms which might be made to the advantage of the people, which became the subject of much debate in both Houses of Parliament. As a result, leading members from both sides of the Legislature have accorded to Mr. Chinn the credit of saving over £100,000 per annum of public funds, the suggestions contained in these articles having been carried out with great success, and high eulogiums were passed on his valuable and disinterested service in this respect. He has

made a special and life-long study of steel and iron, and is the inventor of the Kalipsite Welding Process, which is intended to do away with fish plates and copper bonding on electric tramways, and by which iron and steel rails may be joined to make them any length desired consistent with allowance for expansion. This system has the advantage of allowing the use of native iron ore in lieu of artificial oxide of iron, and was suc-

cessfully introduced by Mr. Chinn in the construction of the Adelaide electric tramways in 1908, on which work he filled the post of engineer for a firm of contractors, on whose behalf he had obtained the tender. In 1912 Mr. Chinn was chosen by the Federal Administration to assume charge of the construction of the Western Australian section of the Trans-Australian Railway extending from Kalgoorlie to the border of South

Australia, and his special fitness for this office was quickly manifested by the alterations he made both in the site selected for the erection of workshops and in the railway route, resulting in the saving to the Australian Commonwealth of many thousands of pounds. Mr. Chinn was married in Western Australia to Helen, the daughter of the late Mr. William Crossley, of Yorkshire, England.

### Crown Law Department.

The following is the list of Ministers of the Crown who have held office as Attorney-General or Minister of Justice since the introduction of responsible government:—

Office.	From	To
ATTORNEY-GENERAL.		
Septimus Burt ...	Dec. 29, 1890	Oct. 27, 1897
Richard William Pennefather ...	Oct. 27, 1897	Mar. 25, 1901
William Frederic Sayer ...	Mar. 25, 1901	May 27, 1901
George Leake ...	May 27, 1901	Nov. 21, 1901
Frederick William Moorhead ...	Nov. 21, 1901	Dec. 23, 1901
George Leake ...	Dec. 23, 1901	June 24, 1902
Sir Walter Hartwell James ...	June 24, 1902	Aug. 10, 1904
MINISTER OF JUSTICE.		
Robert Hastie ...	Aug. 10, 1904	Aug. 25, 1905
Sir Cornthwaite Hector Rason ...	Aug. 25, 1905	May 7, 1906
ATTORNEY-GENERAL.		
Norbert Keenan ...	May 7, 1906	June 30, 1910
John Leighton Nanson ...	June 30, 1910	Oct. 7, 1911
Thomas Walker ...	Oct. 7, 1911	Still in office

The Attorney-General is the principal Law Officer of the Crown, and as such is charged with the administration of the Crown Law Department, the Electoral Office, the Land Titles Office, the Stipendiary Magistracy, and

the Supreme Court, which in addition to the Central Office, embraces the Sheriff's Office, the office of the Official Receiver in Bankruptcy, and the office of the Curator of Intestate Estates. Matters relating to Police and Local Courts, Licensing Courts, Coronial Inquiries, and Justices of the Peace also come within his jurisdiction. He is also responsible to Parliament for the correct drafting of Bills, though the actual work devolves upon a public officer specially qualified for that task. The various branches of the Crown Law Department are, subject to the control of the Attorney-General, administered by the following officers:—Under-Secretary for Law (Mr. H. G. Hampton), Solicitor-General and Parliamentary Draughtsman and Commissioner of Titles (Mr. W. F. Sayer, K.C.), Crown Solicitor and Assistant Parliamentary Draftsman (Dr. F. L. Stow), Crown Prosecutor (Mr. F. M. W. Parker), Master of the Supreme Court and Registrar in Bankruptcy (Mr. F. A. Moseley), Deputy-Registrar and Taxing Master (Mr. C. A. Sherard), Official Receiver in Bankruptcy (Mr. M. M. Moss), Curator of Intestate Estates (Mr. G. Clifton), Chief Electoral Officer (Mr. E. G. Stenberg), Registrar of Titles (Mr. A. E. Burt), and Assistant-Registrar (Mr. A. Y. Glyde).

**HENRY GEORGE HAMPTON**, Under-Secretary for Law, is a son of the late Mr. G. E. Hampton, Comptroller-General, Perth, and grandson of Mr. J. S. Hampton, a former Governor of Western Australia. Born at Tunbridge Wells, England, on May 10, 1870, the subject of this review received his early education at Rose Hill School, in his native town, and at Brighton College, completing his scholastic career on the Continent at the College Gaillard, Lausanne, and at the Lausanne Academy. Returning to England, Mr. Hampton became engaged in agricultural pursuits for two years, and having acquired a

practical knowledge of farming came to Western Australia, where almost immediately he entered into pastoral pursuits. In 1892 he received the appointment of Associate to His Honor Sir Edward Stone, and was subsequently transferred to the permanent staff of the Civil Service, in which he has risen to the attainment of his present position. Mr. Hampton has been a member of the Government Tender Board since its inception. He is a great advocate of outdoor recreation, being a keen sportsman, an enthusiastic golfer, and a lover of fishing and motoring. He married a daughter of Mr. R. D. Hardy, and has one son.

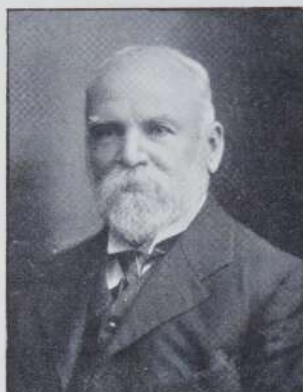
**WILLIAM FREDERIC SAYER**, K.C., was born in London. Educated at University College School, he was admitted as a solicitor (Law Society Prizeman) in 1879, and practised in London for ten years. He came to Western Australia in 1890 to fill an appointment as legal adviser to the Midland Railway Company. Seven years later he entered the Public Service as Secretary to the Law Department, and was appointed Commissioner of Titles in 1898. In March, 1901, he resigned the latter office to accept the portfolio of Attorney-General in the Throssell Ministry, when he was elected member for the Claremont

constituency, and remained in office until the retirement of the Ministry two months later. In 1902 he retired from a Parliamentary career, resuming his connection with the Government Service as Parliamentary draughtsman. In December of the same year he received the appointment of Crown Solicitor, and subsequently, in August, 1904, became Acting Attorney-General and King's Counsel. Mr. Sayer now holds the office of Solicitor-General.

**FRANCIS ARNOLD MOSELEY** is a son of the late Mr. Edwin C. Moseley, who emigrated from England to the West Indies in 1835. He was born at Nassau, the capital of the Bahama Islands, on August 16, 1852, and received his education at King's College School, London. Upon the completion of his scholastic career Mr. Moseley entered upon the study of law, and was called to the Bahamas Bar in January, 1874. Just prior to this event—in November, 1873—he had received the appointment of Private Secretary to the then Governor, the late Sir John Pope Hennessy, and afterwards served in a similar capacity during successive Administrations until the end of the year 1880, when he left the colony to take up the duties of Registrar of Titles and Deeds in Western Australia, at that time a Colonial Office appointment. He was admitted to the Western Australian Bar shortly after his arrival in 1881, and after discharging the duties of his office until July, 1889, during which period he acted on three occasions as Commissioner of Titles. Mr. Moseley was appointed Master and Registrar of the Supreme Court, and has continued to act as such ever since. The appointment embraces the control virtually of six separate departments and includes the responsible duties of Master in Equity, Master in Lunacy, Registrar of Probates, Registrar in Bankruptcy, and Registrar of Companies. Mr. Moseley has held a Commission of the Peace for this State since 1883. Since his arrival in Western Australia he has been identified with the progress of the Presbyterian Church, holding office on nearly all the Committees of the General Assembly, for a long period acting as General Treasurer. The missionary enterprise of the Church with which he is connected occupies much of his attention, and he was the first Pre-

sident of the Presbyterian Branch of the Laymen's Missionary Movement. He also took a leading part in the foundation of the Scotch College in 1896, since when he has served as a member of the Council controlling its affairs. He is President of the Western Australian Deaf and Dumb Institution, having been associated with its Committee since its inception in 1896; and has been a member of the Committee of the local Auxiliary of the British and Foreign

was called to the Bar in 1892 and continued in the practice of his profession at Adelaide for eleven years. At the end of that period he came to Western Australia and was admitted to the Western Australian Bar in 1903. In June, 1910, he was appointed to his present position of Assistant Parliamentary Draughtsman. He is a Doctor of Laws of the University of Adelaide, having first taken the degree of LL.B. at that institution in 1892.



Bartolto,

Perth.

MR. FRANCIS ARNOLD MOSELEY.

Bible Society since its establishment over a quarter of a century ago. Mr. Moseley was married at Nassau, Bahamas, in 1880 to a daughter of the late Honourable S. O. Johnson, of that place, the issue of the marriage being five sons.

**FRANCIS LESLIE STOW**, LL.D., Assistant Parliamentary Draughtsman, is a son of the late Mr. Justice Stow, who came to South Australia from Suffolk, England, in 1839. The late gentleman took a prominent part in the public affairs of South Australia and was a member of Parliament for many years. He held office as Attorney-General during three Administrations and in 1876 was appointed third Judge of the Supreme Court, a position he filled with great dignity up to the time of his death in 1878. Mr. Stow was born at North Adelaide on October 16, 1869, and at the close of his scholastic career was articulated to the law with Mr. Leonard Bakewell, of that city. He

**CHARLES ALLAN SHERARD**, Taxing Master, Deputy-Master and Deputy-Registrar of the Supreme Court, is the eldest son of the late Mr. Charles Wale Sherard, of Ballarat, one of the first wardens of the gold-fields appointed in Victoria. He was educated at the Church of England Grammar School, Geelong, and at the Melbourne University. Serving his articles in the office of Messrs. S. F. & Thomas Mann, solicitors, Ballarat, and with the late Mr. Henry Field Gurner, Crown Solicitor of Victoria, he was admitted in 1880 as a Solicitor of the Supreme Court of Victoria. He continued to practise in that State at Ballarat, Horsham, and Charlton until 1896. Coming to Western Australia he held appointments in the offices of Messrs. James and Darbyshire and Messrs. Moorhead and Northmore, solicitors, of Perth, until July 1, 1898, when he entered the Government Service as Taxing Master of the Supreme Court. For twelve months (1902 to 1903) he was Acting Master of the Supreme Court in the absence of the Master (Mr. F. A. Moseley), and in 1909 filled the same position for five months. He has been District Registrar of the High Court of Australia at Perth since the inception of the Court in 1903, and is a barrister and solicitor of Victoria and Western Australia and of the High Court, of Australia.

**GERVASE CLIFTON**, Curator of Intestate Estates, is a son of the late Mr. William Carmalt Clifton, and was born at Albany, Western Australia, on April 24, 1863. In 1874, having received a nomination for the Royal Navy from Sir William F. C. Robinson, the Governor of Western Australia, Mr. Clifton was sent to St. Peter's College, Adelaide, to be educated, but owing

to continued ill-health he was unable to present himself for examination in Sydney in July, 1875. His nomination therefore lapsed. In 1876 he proceeded to Tasmania and completed his education at the Hutchins School, Hobart, returning to his native town in 1880. At the age of seventeen he turned his attention to surveying work, and obtained his first experience in a survey camp at Albany under the direction of Mr. Charles D. Price. In 1882 Mr. Clifton proceeded to England with his parents and joined the London office of the Peninsular and Orient Steam Navigation Company, where he continued for ten years, holding various positions in the service. Resigning at the end of that time he returned to Western Australia in 1892, and in March of the following year accepted a clerical appointment in the office of the Curator of Intestate Estates and Official Receiver. During the temporary absence of the head of the department in 1897 Mr. Clifton assumed control of his duties as Curator of Intestate Estates for several months, and in 1898 was permanently appointed to the post which he still holds. While in London he became a member of the volunteer corps, in which he served seven years, and was for two years associated with the military forces



*Bartletto,* *Perth.*

MR. GERVASE CLIFTON.

of Western Australia, having joined the Civil Service Corps with the rank of Lieutenant and Acting Quartermaster. Although Mr. Clifton at the present time finds his chief recreation in piscatorial pursuits, he

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has always taken a keen interest in cricket, and filled the position of Vice-President of the Perth Cricket Club for many years. During the visit to Albany in May, 1881, of the Royal Princes on board H.M.S. "Bacchante" he was a member of the Albany cricket team, and had the honour of bowling the first ball to His Majesty King George V. Mr. Clifton married in February, 1898, Elizabeth C., daughter of the late Mr. Geo. M. Oldenbourg, of Colima, Mexico. His second wife, to whom he was united in 1905, is the only daughter of the late Mr. W. Shakespeare Hall, of Cossack, Western Australia. He has a son and three daughters.

ALFRED EARLE BURT, Registrar of Titles in the Land Titles Department of the Government Service, was born at St. Kitts,



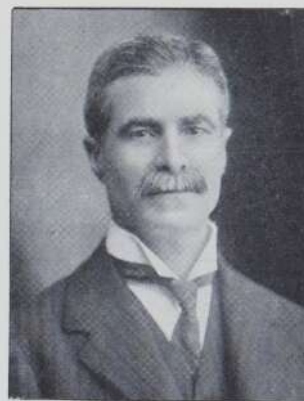
*Bartletto,* *Perth.*

MR. ALFRED EARLE BURT.

West Indies, on August 13, 1852, and is the son of the late Chief Justice, Sir Archibald Paull Burt. He was brought to Western Australia in 1861 and educated at the Anglican Bishops' Collegiate School, Perth. He entered the Civil Service in June, 1871, as clerk to the Chief Justice, was transferred to the Colonial Secretary's Office in 1873, and during the following year acted as clerk to Governor Weld. In 1875 he was employed in the Audit Office, at the end of that year being transferred to the Marine Survey Department filling the position as draughtsman there for three years. He was next connected with the

Crown Lands Department, and from January, 1880, to the middle of 1881 acted as Registrar of Titles and Deeds. He was then retransferred to his former post in the Lands Department, which he retained until 1890, when he received appointment to his present position, having previously held the position of Acting Registrar for two years, with the exception of a short interval.

WILLIAM ALLNUTT SAW, Inspector of Plans and Surveys and Assistant Registrar of Titles, is a



*Bartletto,* *Perth.*

MR. WILLIAM ALLNUTT SAW.

son of the late Mr. Henry Saw, merchant, of Perth, where the subject of this notice was born on October 28, 1860. At the termination of his scholastic studies in 1876 he was articled to Mr. J. S. Brooking, staff surveyor in the Survey Department. Upon the completion of his indentures he was engaged in the department under Sir John Forrest, then Deputy Surveyor-General, and accompanied him as assistant surveyor on two survey expeditions—one in 1881 to ascertain the nature of the country for the proposed Great Southern Railway, and the other in 1882 to survey the country traversed by the Gascoyne, Lyndon, and Minilya Rivers. In 1883 he was assistant surveyor to Mr. J. S. Brooking, who was in charge of the survey expedition to the Fitzroy River, West Kimberley, and in 1884 Mr. Saw started on his own account, undertaking contract surveys for the department. In January, 1893, he

was offered and accepted a position in the Land Titles Office which he still holds. He has made a special study of the administration of offices similar to his own, visiting personally the Titles Offices in Sydney and Melbourne and the Lands Registry Office in London in order to avail himself of any methods by which the workings of his office may be made more advantageous. In 1906 he was elected by the professional division of the Public Service to represent them on the Appeal Board con-

stituted under the Public Service Act, receiving re-election on two subsequent occasions. When the municipality was created at North Fremantle he was elected as a councillor and retained the seat for six years. His chief hobby is the cultivation of a small orchard and farm which he owns at Darlington, where he spends his week-ends and gains recreation in this healthful pursuit; but he is also a well-known figure on the King's Park Bowling Green when in town. He is a life member

and one of the Vice-Presidents of the King's Park Bowling Club, and one of the councillors of the Institute of Surveyors, Western Australia, of which body he is also Hon. Treasurer. He is fond of travel, having been twice round the world on pleasure bent. In 1897 he became a Fellow of the Royal Colonial Institute, London. In the same year he married a daughter of the late Dr. Staples, of London, and has a family of three sons and five daughters.

## Education Department.

Minister of Education.	From	To
Sir Edward Horne Wittenoom ...	Dec. 4, 1894	May, 1897
Henry Bruce Lefroy ...	May, 1897	May 27, 1901
Walter Kingsmill ...	June 24, 1902	Aug. 10, 1904
Henry Daglish ...	Aug. 10, 1904	June 7, 1905
Thomas Henry Bath ...	June 7, 1905	Aug. 25, 1905
Walter Kingsmill ...	Aug. 25, 1905	May, 1906
John Leighton Nanson ...	June 30, 1909	Oct. 7, 1911
Thomas Walker ...	Oct. 7, 1911	Still in office

In this list there are, it will be noticed, several breaks in time. During the periods of these gaps there was not a Minister of the Crown holding either alone or in conjunction the portfolio of Education.

The following are the principal members of the official staff of the department:—

Inspector-General of Schools—Mr. C. R. P. Andrews, M.A.

Chief Inspector of Schools—Mr. R. Hope Robertson, M.A.

Director of Technical Education—Mr. F. B. Allen, M.A., B.Sc.

Principal of the Training College—Mr. W. J. Rooney, B.A.

Principal of the Modern School—Mr. F. G. Brown, B.A., B.Sc. (Mr. Brown is on the point of leaving Western Australia, having been appointed Director of the Commonwealth Naval College).

Inspectors—Messrs. R. Gamble, Wallace Clubb, B.A., J. A. Klein, M.A., H. W. Wheeler, J. Parsons, M.A., J. A. Miles, B.A., and P. H. Gladman, M.A.

Organizer of Manual Training—Mr. J. Hart.

Organizer of Household Management—Miss M. Jordan.

Inspectress of Needlework—Miss J. A. Nisbet.

Advisory Teacher in Nature Study—Mr. C. G. Hamilton.

Chief Compulsory Officer—Mr. W. E. Wray.

The following general information, including statistics, is taken from the Annual Report of the Department for the year 1911.

*Enrolment and Attendance.*—The year 1911 was one of rapid growth in the Government Primary Schools. The number of scholars on the rolls at the end of the year exceeded that for 1910 by 2,922. This is a larger addition than has been recorded for any year since 1897. The growth was maintained throughout the year. For some years past the enrolment on the last school day has been lower than the average enrolment for the year, owing to the fact that many children who have reached the age of fourteen leave school before the end of the year, while comparatively few begin their school life at this period. In 1911, however, the rolls on the last school day showed an excess of 378 over the average enrolment for the year. The increase corresponds to the rapid growth of population during the year, and is largely due to immigration.

The average enrolment for the year showed an increase of 2,305, and the average attendance an increase of 2,006. The percentage of attendance to enrolment was 84.21, which is very slightly above the average of the last seven years, and is higher than that recorded for any year before that period. It is worthy of note that while the population increased by about 57 per cent. in the period of ten years between the last two censuses, the average attendance in the State Primary Schools increased by nearly 80 per cent. The rush to the goldfields at the end of the last century brought us a large number of young unmarried men and also many married men who had left their wives and families behind them. During the last ten years the population has been steadily approaching more normal and settled conditions.

The following table gives the figures for the last five years:—

Year.	Average Enrolment.	Average Attendance.	Percentage of Attendance to Enrolment.	Numbers on Rolls at end of Year.
1907 ...	29,679	24,950	84.07	29,074
1908 ...	30,176	25,141	83.31	29,921
1909 ...	31,341	26,673	85.11	31,305
1910 ...	32,664	27,442	84.01	32,425
1911 ...	34,969	29,448	84.21	35,347

"Schools in Operation.—The numbers of Government Primary Schools open for the last five years are shown in the following table:—

Year.	Schools open at some time during the Year.	Schools open at end of Year.
1907 ...	395	381
1908 ...	423	414
1909 ...	445	434
1910 ...	468	455
1911 ...	504	495

"The number of schools open in 1902 was 250: it has thus been more than doubled in nine years.

"Forty-two new schools were opened in 1911, and nine which had previously been closed were reopened. Two schools that were open in 1910 were not opened in 1911, and nine others were closed during the year.

"Of the forty-two new schools one was in the metropolitan district, two were in mining districts, seven were at timber mills, and thirty-two were in agricultural or pastoral districts. Of the schools closed or not reopened during the year three were in mining districts, one was at a timber mill, one at a North-West port, and six were in agricultural districts.

"Expenditure.—The cost per head, calculated on the number of children in the Primary Schools, has risen for the financial year 1910-11, as shown in the following table:—

Year.	Cost per Head on Average Attendance.	Cost per Head on Average Enrolment.
1907-8 ...	£ s. d. 5 9 1	£ s. d. 4 10 11
1908-9 ...	5 6 7½	4 9 11½
1909-10 ...	5 6 11½	4 10 5
1910-11 ...	5 10 6½	4 13 0½

"The increase is mainly due to the greater number of small country schools, and to the fact that the salaries of teachers in such schools have been improved. The lower figures in the two previous financial years were largely the result of the stoppage of teachers' increments in 1909.

"The expenses included in this calculation are the salaries and allowances of teachers, and the cost of stock, apparatus, and upkeep of schools. The cost of the train-

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ing of teachers, of manual training and cookery (for which a special vote is provided), of inspection, and of departmental administration, is not included. The cost of furniture and buildings, which are assets not consumed during the year, is also excluded. If all these are included with the exception of the Public Works Department's votes for buildings and initial equipment, the cost per head on the average attendance is £6 10s. 3d., and on the average enrolment £5 9s. 8d.

"The mean population of the State for the financial year 1910-11 was 277,928. The total expenditure of the Education Department was £202,176, or about 14s. 6½d. per head of the population.

"Teachers.—The number of teachers employed at the end of the year was 1,109, showing an increase of seventy-eight for the year. Of this number sixty-six were sewing mistresses, employed, for three hours a week only, in schools where there were no female teachers. One hundred and six were monitors: about one-third of these had been through the Normal School and were teaching in the schools for one year before entering the Training College; the remainder were for the most part employed in country schools where the attendance did not warrant the appointment of an assistant.

"Of the 937 regular adult teachers, 485 were head teachers and 452 were assistants. The percentage of male teachers has again fallen—from 41.6 to 39.5. Our experience in this matter resembles that of other countries in the decreasing proportion of men, but the discrepancy here is not nearly so great as in many other parts of the world.

"The percentage of unclassified teachers shows a slight rise—from 30.2 to 32.4. This is mainly accounted for by the increase in the number of small country schools, which are generally held by unclassified teachers. Among the assistants over 79 per cent. were classified teachers. Of the 304 unclassified teachers 142 have passed some part of their examinations for classification.

"The classified teachers are divided into the A, B, and C classes. The numbers in Class A fell from 49 to 46; this decrease is mainly due to the appointment of inspectors and the transfer of a teacher to the Modern School. The numbers in Class B have risen from 241 to 261, and those in Class C from 306 to 327. The numbers in the highest grade of Class A fell from 22 to 21; those in the higher grade of Class B rose from 149 to 153, and those in the higher grade of Class C fell from 269 to 267.

"Medical Inspection.—Many of the large schools in the principal towns have had medical inspections during the last few years. In 1911 an attempt was made, for the first time, to organize a fairly complete system of medical inspection throughout the State.

"The Health Act of 1911 provides that the Medical Officer of Health in any district shall be the Medical



Officer for Schools. In those parts of the State where there are no local health authorities, the District Medical Officer becomes the Medical Officer for Schools. For the principal centres (the Metropolitan and Kalgoorlie-Boulder districts) two full-time Medical Officers for Schools have been engaged. Each of these is assisted by a nurse. The intention is that every child shall be examined at least twice during his school life—for the first time shortly after he enters the school, and for the second time shortly before he leaves. At the first inspection under the new system every child will be examined. At subsequent inspections those who have not been examined before, those who are nearing the leaving age, and those whom the teacher considers to be in any way defective or abnormal will be examined, as well as any others whom the Medical Officer thinks it advisable to re-examine. Where the attention of the parents has been called to any defect in a child, a re-examination is to be made within three months. It is hoped that practically every school will be inspected at least once a year. These provisions apply to private schools as well as to State schools."

Information concerning the beginnings of the educational

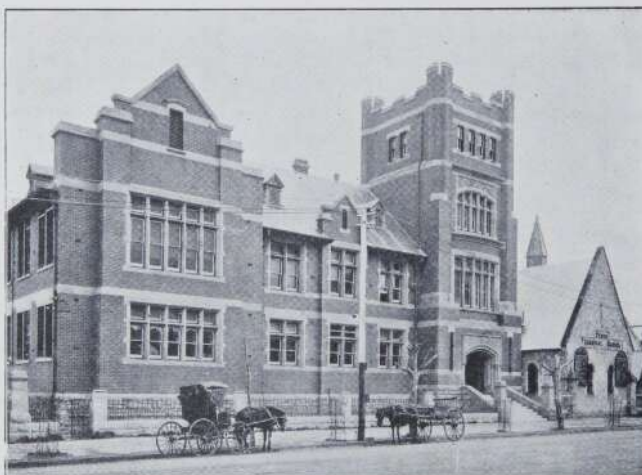
system of the State is somewhat scanty, but from the fact that we find one Lancelot T. Cooke schoolmaster at Perth in the early thirties, paid partly by fees and partly by Government grant, there is evidence that the need for some measure of elementary instruction was recognized by the authorities of the little colony. In the organization of the Civil Service which took place after Sir James Stirling's return from England in July, 1834, we find that £250—£50 each—was set down for the salaries of schoolmasters at Perth, Fremantle, Guildford, King George Sound, and Augusta. So far as can be ascertained, the curriculum was practically limited to the three R's. These teachers were under the control of Boards.

The system was carried on in this way until 1856, when Governor Kennedy, who was a warm admirer of

the Irish National Schools, remodelled it along those lines. The result was far from satisfactory to the Roman Catholic portion of the community, and for years they agitated for a Government grant towards the upkeep of their denominational schools. Addresses were presented to the Legislative Council in 1869 asking for a separate grant apart from a share in the general grant controlled by the Board of Education. The Governor, in compliance with the request, asked the Council to consider a motion to grant to the Roman Catholic Church the sum of £500 annually for educational purposes. This proposal the Council rejected. Appeal was then had to the Secretary of State, but he declined to interfere, considering it to be a matter which the colonists should settle for themselves, and that it might well be taken into consideration by the newly-established

Representative Council. That body, however, also declined during the first session to make any alteration in the existing system; but during the recess the position became so acute that at the second session an Elementary Education Act was passed and a satisfactory settlement arrived at.

Under the Act the control of education was



TECHNICAL SCHOOL, ST. GEORGE'S TERRACE, PERTH.

vested in a Central Board of Education consisting of the Colonial Secretary (as Chairman) and four laymen of different denominations appointed by the Governor for three years. This Board had control of all schools receiving Government aid, but only so far as secular instruction was concerned. District Boards for the various centres were also established; these consisted of five members elected for three years by the people of the district. Schools were divided into two classes—Government schools and denominational schools receiving State assistance. The first class was entitled to an annual capitation grant of £2 15s. per scholar, and the second to £1 7s. 6d. In Government schools teaching was confined to purely secular subjects, while in those founded by the various religious denominations it was not. Religious teachers could also give instruction in Govern-

ment schools for one hour either before or after the ordinary day's work, but the attendance of children was not compulsory. Inspectors could not examine in religious subjects. All children between the ages of six and fourteen and residing within three miles of a school were compelled to attend. Parents had to pay a small weekly fee for their children.

The Act thus established a system which was compulsory, but not purely secular nor altogether free. As a practical measure, however, it was entirely satisfactory, and did not call for amendment until 1893, when, through the establishment of responsible government, a desire was evinced to bring the various institutions of the colony more into line with the advancement of thought.

By the amending Act of that year the Central Board of Education was abolished and the department

within any district; requiring children of compulsory age to attend every school day; making age, and not "standard passed," the ground of exemption from attendance at school. Under this Act the Minister is empowered to grant exemption from attendance to children between twelve and fourteen years of age in case of poverty or sickness of parents.

Since 1899 amendments have been made—in 1905 and 1907—but they do not affect the principles of the Act. Elementary education in Western Australia is now both free and compulsory, but scarcely secular, as ministers of religion are permitted, under certain regulations, to teach the children of their own denomination for half an hour each week during school hours, and non-sectarian moral teaching is allowed.

With regard to the organization, schools are divided into three classes—State, Provisional, and Sparsely-



MODERN SCHOOL, SUBIACO.

constituted under a Minister of Education, who is assisted in different districts by various committees, who act largely as Boards of Advice. Two years later State aid to assisted schools was abolished by the Assisted Schools Abolition Act, each of the four participating denominations—Anglican, Roman Catholic, Wesleyan, and Presbyterian—receiving a lump sum in commutation to their claims under the Act of 1871.

The year 1899 was marked by the passing of an entirely new measure, "The Public Education Act, 1899." School fees were abolished and the compulsory provisions made more stringent than in previous Acts. Among these may be mentioned:—The forbidding of employment of children of school age during school hours, except by special permission of the Minister; providing for the registration and efficiency of private schools; empowering a census to be taken of all children

peopled Districts Schools. All those with an average attendance of twenty or over are classed as State schools; below that they fall into one or other of the remaining divisions which are designed to meet the wants of the settler outback in the sparsely populated areas. The Provisional Schools are divided into two sections—those with an attendance of from fifteen to twenty, and those with from ten to fifteen. Ten is practically the smallest number upon which the Government can establish a school. To provide, however, for cases where less than ten children have to be catered for, the sparsely-peopled districts regulations have been framed. Under these the Government makes a grant at the rate of £7 (or on the goldfields £8 10s.) per head per annum on the average attendance, on condition that the settlers served agree to contribute an additional amount, so as to give the teacher a salary of at least £60 a year. In these cases

the settlers have also to provide a room for the school. There is still another arrangement for the benefit of the settler—the half-time school, where two small communities are sufficiently close to enable a school to be established at each centre, with a teacher who divides his time between the two. In these smaller schools the standard of teaching is, so far as ordinary subjects are concerned, practically the same as in the larger establishments.

Attendance, it will be remembered, is not compulsory beyond the three-mile limit, but to encourage the settlers living outside that radius to send their children to school a riding or driving allowance of 6d. a day is made by the Government to parents of children who attend regularly, such allowance being in the nature of compensation for the withdrawal of a horse from active work on the farm.

So far as the general school work is concerned the department takes advantage of every assistance that modern scholastic equipment is able to render. The classrooms are well designed, and the children are encouraged to make them bright and cheerful. Extensive recreation grounds surround the school, and in one corner there is generally to be found a plot devoted to experiments in horticulture. The teaching syllabus aims at awakening the child's intelligence and at giving him that broad general knowledge that will enable him to meet the wider outlook of life. Many subjects outside the old-established three R's are included in the curriculum. In the advanced classes especially courses of instruction are undertaken which but a very few years ago were looked upon as "extra" and charged for accordingly. Admirable as the curriculum is, however, it is not considered perfect, and conferences have recently been held by the various members of the inspectorial and teaching staff with the idea of making considerable alteration. The revised programme, it is expected, will be ready for use at the beginning of 1913.

No review of the curriculum would be complete without mention of those modern adjuncts of the educational system—manual training, household economy, and Nature study. The first two are as yet only possible in centres of population where the necessary rooms and other facilities are obtainable, but the opportunities for Nature study are unrestricted. Quoting from the Annual Report:—"Manual training in woodwork was given in 1911 to 3,427 boys: the corresponding figures in 1910 were 2,889. New centres were opened at Collie, Cue, Greenbushes, Kanowna, Pingelly, Smith's Mill, Wellington Mill, and Thomas Street (Perth). At the end of the year there were thirty-six distinct centres equipped for this work. No school with an average attendance of 150 children is now without provision for woodwork, either at the school itself or in a neighbouring centre, while at least ten schools in which the average attendance is less than a hundred are equipped for the purpose.

"The provision of a special room for woodwork with its equipment of benches and tools is necessarily expensive. While it is obviously impossible to provide in this way for very small country schools, it is evident that such work is of great value to the children in the sparsely-peopled parts of the State. A start has been made during the year in the direction of meeting their needs. A class of instruction for male teachers of small country schools was held in September, and a further class of the same kind during the Christmas holidays. An inexpensive bench-top was devised which can be fitted on to the ordinary school desk, and courses of work were suggested which can be carried out with a very modest outfit of tools. The work undertaken will have special bearing upon the environment of the school, more particularly in the agricultural districts. Provision is made for the necessary equipment in 1912 of the schools in which there are qualified teachers, and it is hoped that the movement thus begun will be considerably extended in future years.

"Instruction in household management—cooking, laundry-work, and housewifery—was given to 2,372 girls. The corresponding figures for 1910 were 1,998. New centres were opened at Geraldton and Bunbury, and the centre at Midland Junction, which was open for a few weeks only in 1910, was in full work throughout the year.

"In some towns where the number of pupils is insufficient to occupy the time of the special teacher throughout the year, the centre is opened for six months only. During this period the girls attend for a whole day in each week instead of for a half-day, and during this period they drop their needlework. During the other half of the year they give additional time to the latter subject."

During 1911 Continuation Classes were established in fourteen different centres, and were attended by nearly 1,000 pupils. These classes are intended to provide for those who leave school on attaining the age of fourteen, but are desirous of continuing their studies. Though they are not a complete substitute for the day classes, they are of great advantage to those whom stress of circumstances compels to seek employment at the earliest possible age. The classes are free to those who attend regularly for three evenings a week. Though as yet to some extent tentative, the scheme is being developed on systematic lines, and after attaining a certain standard pupils will be enabled to specialize in those directions likely to be of most value to them in after life.

"The question of agricultural education has also," says the report, "received consideration, and it is hoped that special schools for the purpose will be established on some of the State Farms, where buildings that can be adapted for the purpose are already existing. The schools will combine practical instruction in farm work with some further general education and special attention to those subjects which bear upon the work of the farmer.

The Agricultural Department will co-operate with the Education Department in the organization of the schools. The provision of suitable teachers will be a source of difficulty at first, but the establishment of the University, with endowment for a Chair of Agriculture, will soon enable us to meet our needs in this direction."

As an inducement to continue at school beyond the statutory age of fourteen, a number of bursaries of the value of £10 each are annually given by the Government. The exact number depends upon the degree of competency shown by the candidates, but ranges in the neighbourhood of thirty. The holder of a bursary must remain at school for an additional year, must be regular and punctual for three-fourths of the time, and be of good conduct.

To reward merit and encourage the brighter pupils various exhibitions are offered. These are divided into two grades—junior and senior—and are each tenable for one year. The value of the junior—of which there are twelve—is £15 each, and of the senior—seven in number—£25. Like the bursaries, they are conditional upon good conduct and regular attendance.

Further, fifty Secondary School scholarships are offered for competition, the winners of which may attend the Modern School or any other recognized Secondary School in the State. They are tenable for three years, and are valued at £10 per year. Should a successful student come from a country district, and therefore be obliged to board in the metropolis, an additional allowance of £30 per annum is made.

Beyond these the State offers three University exhibitions of the value of £150 each per year for three years, the successful candidates being required to enter into residence at some recognized British University. Doubtless these will become attached to the University of Western Australia as soon as that institution is in a position to afford the requisite instruction.

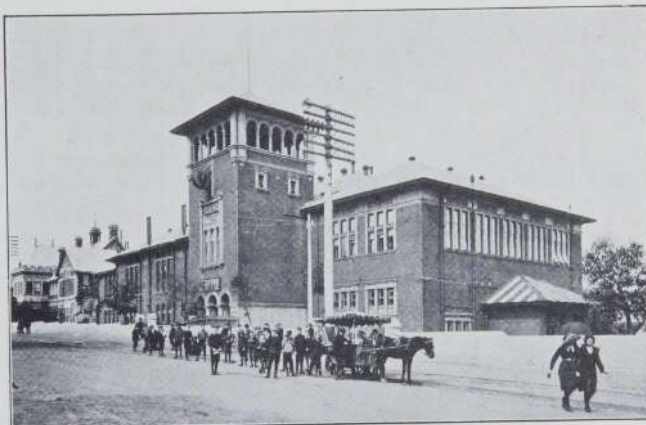
Recognizing the great advantages to be gained by the department in being able to train its own teachers, the idea of a Training College was mooted some twelve years

ago, and in 1902 the college was formally opened. It has a large number of non-residential students, and is able to accommodate about sixty with residence. Entrance is gained by competitive examination, the successful competitor receiving a three years' course of free training. By means of the college the staff of the department is increased by about thirty trained teachers annually.

A very important phase of departmental activity is to be found in the Technical Schools' Branch, which enables those who have passed beyond the age of ordinary primary education, and are for the most part employed in one way or another, to secure special training in subjects of value to them in industrial, commercial, or professional life. The value of a properly-equipped system of technical education to a community has long been recognized, and in many countries has either been established by local authority or as

the result of private benefaction such as the Working Men's College in Melbourne. In Western Australia, however, the work has been left to the State, which, though late in starting, has made up in the interest exhibited.

Starting in 1900 with the Perth Technical School this



JAMES STREET PUBLIC SCHOOLS.

branch of the department has made rapid progress, and its work is no longer confined to the metropolis. Advanced work is being taken also at Boulder and Fremantle, and at Kalgoorlie by the School of Mines. Branches in other centres deal almost wholly with preparatory work, mostly in Continuation Classes. The Perth School is affiliated to Adelaide University, and provides for the full course for the degree of Bachelor of Science and for parts of the courses in music and arts also. The enrolments at the Technical Schools throughout the State of Western Australia during the year 1911 reached nearly 2,500, about 900 of whom were in Continuation Classes. Nearly two-thirds attended the main centres:—Perth, 960; Fremantle, 300; Kalgoorlie, 260; and Boulder, 320; and are sufficient to show that given the facilities the youth of our towns are anxious to take advantage of them.

The most recent departure in State education has been the establishment of the Perth Modern School—the first incursion of the State into the realms of secondary education. Housed in a building of most modern design and situated in one of the finest positions in the metropolitan area, this school was opened in February, 1911. Its scope and the progress made during the first year are admirably summarized in the Annual Report:—

"The Modern School is intended to give a four years' course to children from about the age of thirteen. The first two years' work is to a great extent common to all; the work of the two final years is to a considerable degree specialized. As far as possible, the school attempts to meet the needs of the future University students, of the future teachers, of those who wish to enter upon commercial, agricultural, or other scientific careers, and of girls who wish to be prepared for domestic life. Provision is made for thoroughly practical work in the laboratories and workshops. The school was opened at the beginning of the year with 226 pupils. There is a wide demand for further accommodation, and the two wings which will complete the original plan are to be added during the present year. The school will then provide for an attendance of about 400.

"The organization of a school of this kind presents many difficulties, and the initial work in starting the new institution was very heavy. Great credit is due to the

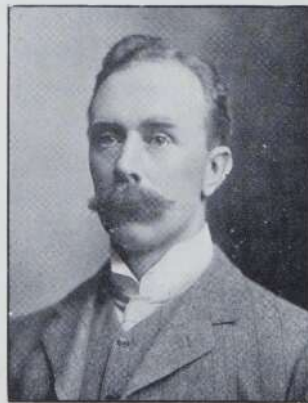
headmaster and his staff for the success with which the school has passed through its opening year.

"This is the first High School with a four years' course provided by the State. It affords a connecting link between the Primary School and the University, and an opportunity of higher education to those who are unable to pay the fees of the older non-State Secondary Schools. It is hoped that advantages of the same kind will be extended to other parts of the State. In the smaller towns the needs of the districts will be met, as far as possible, by the establishment of upper classes connected with the Primary Schools, but specially staffed. As the numbers grow and the demand increases, distinct High Schools may be formed. Opportunities of this kind are now being widely provided in other parts of Australia, and the Commonwealth is rapidly wiping away the reproach that, while much was done by the States for primary education, they gave little attention or assistance to secondary education. New South Wales, Victoria, Queensland, and South Australia are all developing fast in this direction; we ought not to be behind-hand. Such an extension of Secondary School work will do much in the way of providing students for our new University, and will render it accessible to residents of other parts of the State besides the metropolitan district."

The coping-stone of the whole State system of education—the University—is now in course of erection.

CECIL ROLLO PAYTON ANDREWS, M.A., Inspector-General of Schools, Western Australia, was born at London on February 2, 1870. He is a son of the Rev. J. M. Andrews, Vicar of St. Jude's, Gray's Inn Road, London, and received his education at the Merchant Tailors' School, where he won a scholarship and an exhibition. Proceeding to St. John's College, Oxford, he obtained 1st Class Honours in Classical Moderations and 2nd Class Honours in Literæ Humaniores, graduated Bachelor of Arts in 1892, and received his M.A. degree five years later. In 1893 he became assistant master of Highgate School, and in the following year transferred his services to Forest School in the capacity of sixth form master. Subsequently Mr. Andrews spent four years as resident tutor in the Battersea Training College, London, and leaving this institution in 1900 came to Western Australia, where his first appointment was that of principal of the Training College at Claremont. In 1903 he was appointed Inspector-General of Schools for Western Australia, and has retained this post ever since. He was a member of the

Royal Commission appointed in 1909 to consider the question of establishing a University in Western Australia, and assisted in framing the



Bartletto,

Perth.

MR. CECIL ROLLO PAYTON ANDREWS.

report upon which the University was founded. He is a member of the first Senate of the University, and at

the inaugural meeting of that body was unanimously elected Pro-Chancellor. In 1911, on behalf of the Government of the State, Mr. Andrews attended an Educational Congress held in London, and afterwards prosecuted his inquiries in the interests of education in various countries of Europe, securing information likely to prove of considerable service to his department. Mr. Andrews is also a member of the Government Tender Board. He is fond of outdoor sport, his favourite recreations being rowing, tennis, and golf.

FRANCIS BOWEN ALLEN, M.A., B.Sc., Director of Technical Education, Perth, is a native of Nelson, New Zealand, where he was born in 1867. In the early stages of his educational career he was awarded a University scholarship, and proceeding to the University of Otago undertook the course for the degree of Master of Arts, which he obtained with first-class honours in mathematics and mathematical physics. Subsequently he added to his

scholastic attainments the degree of B.Sc., besides taking a full course of study for the associateship of the School of Mines. After leaving the School of Mines he was engaged in connection with mining properties on the west coast of New Zealand.

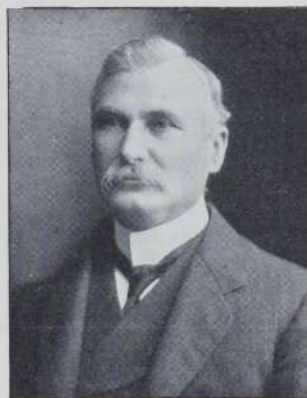


*Bartletto, Perth.*  
MR. FRANCIS BOWEN ALLEN.

In 1892 he was appointed Instructor to the Thames School of Mines, New Zealand, and subsequently assumed and retained the direction of that institution for several years. Mr. Allen came to Western Australia in 1902, under engagement to the Government, to establish a School of Mines at Kalgoorlie. His responsibilities were further added to in 1906, when he was given control of the technical schools throughout the State.

WILLIAM J. ROONEY, B.A., Principal of the Training College, Claremont, is a son of Mr. J. P. Rooney, District Inspector of Schools, New South Wales. He was born in the Mother State in June, 1863, where also he received his education in her public and secondary schools, subsequently graduating at the University of Sydney, where he took honours in the School of Philosophy. He was educated for the teaching profession at the Sydney Training College, and afterwards filled various positions as assistant master in different schools, his first

appointment being at Wickham, near Newcastle. At a later date he was transferred to Crown Street, Sydney, then the largest school in Australia, as first assistant, an appointment he resigned in 1895, and leaving the service of the Education Department became connected with several secondary schools as visiting master and also acted as private coach for the University examinations. In 1896 Mr. Rooney was offered by the Government of Western Australia his choice between two appointments—an inspectorship or to open the Perth Boys' School at James Street. The latter task was undertaken by the subject of our notice, but four years later he accepted the post of inspector, and filled it for three



*Bartletto, Perth.*  
MR. WILLIAM J. ROONEY.

years, when he was appointed Principal of the Training College, succeeding the present Inspector-General, Mr. C. R. Andrews. In 1909 Mr. Rooney was offered and accepted the appointment of Director of Education in Tasmania, but family reasons intervened which prevented him from entering upon the duties of this position. With the Chief Inspector of Schools and the Director of Technical Education, he continues to act as one of the three sub-heads of the Education Department in Western Australia. Outside his professional duties Mr. Rooney devotes much time to literary and historical subjects, on

which he is well known as a local lecturer. He finds recreation in amateur gardening and tennis. He has always been a general advocate of athletics and while at the University won the championship for running in middle distances.

ROBERT HOPE ROBERTSON, M.A., Chief Inspector of Schools, Education Department, Perth, is a Victorian by birth, having been born at Melbourne in 1863. At the close of his educational course at the Hawthorn Grammar School he became a student at the University of Melbourne and graduated with the degree of Master of Arts in 1885 with final honours in natural science. After leaving the University he was appointed classical master at Geelong Grammar School, and subsequently received the appointment of assistant master at the Melbourne Grammar School, in which institution he continued for eleven years, being promoted to the post of second master, which he filled for seven years, and one year acting headmaster. In 1895 Mr. Robertson resigned his position, and in the following year came to Western Aus-



*Bartletto, Perth.*  
MR. ROBERT HOPE ROBERTSON.

tralia, where he accepted the appointment of Inspector of Schools. In 1912 he was promoted to be Chief Inspector of Schools in Western Australia, and has since discharged the duties of this office.

## Public Works Department.

When the newly-established Representative Council decided, during the early seventies, that progress lay at any rate partly along the line of a vigorous public works policy, made possible by loan money, the office of Commissioner of Railways and Director of Public Works was created to administer the new order of things. This office was continued as a Ministerial appointment after the establishment of responsible government, and it was not until 1901 that two distinct positions were created with the titles "Minister for Works" and "Minister for Railways." The one Minister has on occasion since that time held the two portfolios, but the departments have been regarded as entirely separate.

Ministerial control since 1890 has been vested as under:—

Minister.	From	To
Harry Whittall Venn ...	Dec. 29, 1890	Mar. 10, 1893
Frederick Henry Piesse ...	Mar. 10, 1896	Aug. 23, 1900
Barrington Charles Wood ...	Aug. 23, 1900	May 27, 1901
Walter Kingsmill ...	May 27, 1901	Nov. 21, 1901
Timothy Francis Quinlan ...	Nov. 21, 1901	Dec. 23, 1901
Sir Cornthwaite Hector Rason ...	Dec. 23, 1901	April 20, 1904
John Leighton Nanson ...	April 20, 1904	Aug. 10, 1904
William Dartnell Johnson ...	Aug. 10, 1904	June 7, 1905
Patrick Joseph Lynch ...	June 7, 1905	Aug. 25, 1905
Frank Wilson ...	Aug. 25, 1905	May 7, 1906
James Price ...	May 7, 1906	June 30, 1909
Frank Wilson ...	June 30, 1909	Sept. 16, 1910
Henry English ...	Sept. 16, 1910	Oct. 7, 1911
William Dartnell Johnson ...	Oct. 7, 1911	Still in office

Under the reorganization of the various departments necessary to meet the altered conditions after autonomy was granted, the office of Under-Secretary for Railways and Public Works was conferred upon Mr. Alpin F. Thompson. The abnormal expansion which followed upon the gold discoveries, however, soon made it impossible for one officer to fulfil the requirements of both Works and Railways, and Mr. Thompson became Under-Secretary for Railways, while the position of Under-Secretary for Works was conferred upon Mr. Martin Edward Jull. This officer retained it until April, 1905, when he resigned to take up the duties of Public Service Commissioner. He was succeeded by Mr. F. L. Stronach, who resigned only recently, his place being taken by the present occupant of the position, Mr. C. A. Munt.

The department, which controls the votes for all constructive works whether built from revenue or loan funds, is generally recognized as the spending department of the Government. For administrative purposes it is split up into three branches—the Head Office, Engineering Division, and Architectural Division. Under the Head Office are included the Minister's Office, Under-Secretary's Office, Correspondence Branch, Accountant's

Branch, Lands Resumption and Estate Branch, and Roads Boards Office. The Engineering Division is further divided into Railway Construction, Harbours and Rivers, and Roads and Bridges Branches; while the Architectural Division confines itself to the erection and maintenance of all public buildings throughout the State. Until recently the Engineering Division also comprised the Goldfields Water Supply, Water Supply generally, Metropolitan Water Supply and Drainage, and Boring. These have now, with the Mines Water Supply Branch of the Department of Mines, been amalgamated and organized as a new department as the Water Supply and Sewerage Department, the administrative control of which also rests in the Minister of Works, and over which the Engineer-in-Chief still exercises executive control.

According to the most recent report issued, for the year ending June 30, 1911, the total expenditure on public works was:—

From Revenue ...	£161,467
From Loan ...	1,009,825
From Government Property Sales Fund ...	34,856
<b>Total ...</b>	<b>£1,206,148</b>

This amount was distributed over the following classes of work:—

	From Revenue.	From Loan.	From Government Property Sales Fund.	Total.
	£	£	£	£
Departmental ...	9,467	55,880	3,186	68,533
Railways and Tramways ...	7,293	493,678	—	500,971
Harbours and Rivers ...	16,973	113,515	—	130,488
Fremantle Dock and Slip ...	—	43,319	—	43,319
Public Buildings ...	64,776	50,133	25,043	139,952
Water Supply, etc. ...	5,526	14,929	117	20,572
Sewerage ...	—	89,097	—	89,097
Roads and Bridges ...	52,794	51,138	6,510	110,442
Development of Agriculture	—	59,392	—	59,392
Miscellaneous Works and Services ...	4,728	26,688	—	31,416
Abattoirs Cold Storage ...	—	7,128	—	7,128
<b>Total ...</b>	<b>161,467</b>	<b>1,009,807</b>	<b>34,856</b>	<b>1,206,220</b>

The total expenditure from loan funds on public works up to the present has been about £23,000,000, of which nearly £13,000,000 have been invested in railways and nearly £7,000,000 in harbours and rivers and water supply, showing that the stockholders' money has been put to good uses.

One section of the Head Office administration which perhaps requires a little explanation is that dealing with Lands Resumption and Estate. This branch, of which

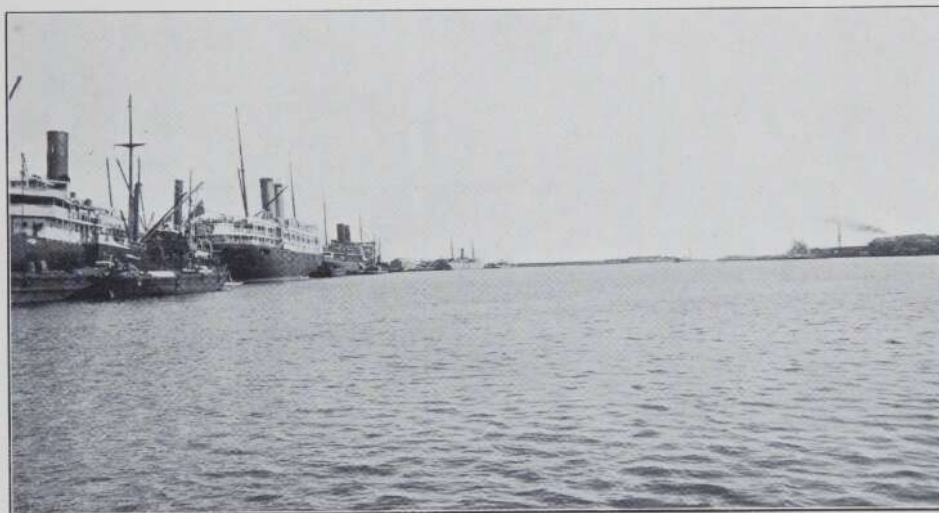
Mr. T. S. J. Hall is in charge, deals with all resumptions of land required for public purposes, as well as with rents and other matters pertaining to properties let by the Government to private individuals. It has assumed a somewhat important position of late owing to the extensive areas that have been resumed by the Government for railway, market, and cool storage facilities. All questions dealing with the price to be paid and negotiations connected therewith pass in the first instance through the Lands Resumption Branch, which is therefore required to exhibit the secrecy of a legal office, combined with the business acumen of an estate agency.

#### ARCHITECTURAL DIVISION.

The Architectural Division is under the control of the Chief Architect, Mr. Hillson Beasley, who is assisted

include all matters dealing with railway construction, harbour works, jetties, river improvements, roads and bridges, water supply, sewerage, drainage, and boring. The Engineer-in-Chief is Mr. James Thompson, B.E., M.I.C.E., who succeeded to the position in 1904. Mr. Thompson is also Consulting Engineer to the Fremantle Harbour Trust. He is assisted by Mr. John Muir, Inspector of Engineering Surveys; Mr. H. Oldham, Engineer for Water Supply and Drainage; and a large staff of qualified engineers in various branches of the work.

It is impossible to enter into anything like details of the valuable services rendered to the community by the Engineering Division of the Works Department. It is intimately concerned with all that makes for quick, safe, and easy communication within the State, and be-



FREMANTLE HARBOUR.

by Mr. W. B. Hardwick (the Chief Draftsman) and Mr. George Allen (the Inspector of Construction and Maintenance). A large staff of draftsmen and supervisors is employed, all of whom find ample scope for their energies in this new country, which is continually calling for additional public buildings. The division is not only responsible for the erection and maintenance of all State edifices, but by arrangement with the Commonwealth Government is entrusted with the erection of such buildings as the Federal authorities may from time to time require in Western Australia.

#### ENGINEERING DIVISION.

The works under the control of the Engineer-in-Chief are necessarily both varied and important. They

tween the State and the outside world. The water supply throughout the country depends upon its knowledge and despatch, and the health of the people is its immediate work in the direction of sewerage.

In railway construction alone the division has been responsible for the expenditure of nearly £13,000,000 of money; over £1,000,000 has been spent on the Fremantle Harbour; £2,500,000 were expended on the Coolgardie Water Scheme; and proper sewerage and drainage for Perth and Fremantle is at present requiring large sums.

The railways have already been dealt with in a previous article, and in the general historical section will



be found an account of the Coolgardie Water Scheme and the Harbour Works at Fremantle. Both of these, started by the late Engineer-in-Chief, Mr. C. Y. O'Connor, in the face of adverse professional reports, have justified both his expert knowledge and his faith. The goldfields are amply supplied with fresh water from Mundaring Weir, and ships of almost any size can find safe and convenient harbourage within the mouth of the Swan and Fremantle.

#### FREMANTLE HARBOUR WORKS.]

The Fremantle Harbour Works, one of the most important works ever undertaken in Western Australia, were commenced in 1892, Lady Robinson, the wife of the late Sir W. C. F. Robinson, G.C.M.G., then Governor of the colony, tipping the first truck of stone into the North Mole, in the presence of a large and representative gathering, on November 16 in that year.

The scheme of works, which has since been in active progress, was designed by, and until his death, in 1902, carried out under the direction of the Engineer-in-Chief for the State, the late Mr. C. Y. O'Connor, M.Inst.C.E., C.M.G., and since under his successors in that office, Mr. C. S. R. Palmer, M.Inst.C.E., and Mr. James Thompson, B.E., M.Inst.C.E. It has aimed at forming a safe and commodious harbour within the mouth of the Swan River, which will admit vessels of any burthen at all states of the tide, and thus transfer the work of the port from the roadstead and its jetties to quays and goods sheds on the river banks.

The following principal features have characterized the scheme:—

- (a) The throwing out of two ocean moles from the north and south heads, respectively, of the River Estuary, to protect the entrance:
- (b) The blasting and dredging of a channel 450 ft. wide, and having a depth of 30 ft. at low water, through the rock bar which formerly crossed the whole width of the Estuary, and which, when the works were commenced, was mostly awash at low water:
- (c) The dredging out, to a depth of 30 ft. at low water, of an inner basin, about three-quarters of a mile in length and 1,400 ft. in width, between timber quays constructed along both sides:
- (d) The quay on the north side has a spur jetty running obliquely from its face, a distance of 400 ft., into the inner basin. The length of quays provided for within the basin is about 10,800 ft., of which 5,475 ft. is on north side and 5,325 ft. on south side. There is also a wharf along north mole 1,000 ft. and along south mole 300 ft:

(e) The reclamation of about 54 acres of quay and warehouse space on the south side of the river, and of about 20 acres on the north side, making about 74 acres in all:

(f) The levelling down of Arthur's Head, over most of its extent, to form additional space for railway sidings and good sheds, etc.

The moles have been built on the "Pierres Perdues" system, the stone used being limestone, sandstone, and granite. The limestone and sandstone, with the exception of a comparatively small quantity of similar stone from Arthur's Head, was brought from the quarries at Rocky Bay, about two and a half miles up the Swan River from its mouth. The quarries are connected by railway lines to both moles. The line to the south mole crosses the river by a bridge built alongside the previously existing railway bridge, which, while in the first instance it served for passage of the stone trains, was designed to ultimately form part of the intended duplication of the main line from Fremantle to Perth, to which use it is now applied, the mole having been completed.

The granite was used in the last 200 ft. at the extreme end of the north mole, and as a coating for the northern slope of the extension, and was brought from the Collie and Darlington Quarries. This mole was commenced in November, 1892. It was originally intended that it should extend out from Rous Head for 2,934 ft.; but in January, 1895, when that length had been attained, it was decided to further extend it to a total length of 3,450 ft., terminating there in a rounded head, faced with selected stone, which length was attained in November, 1895. Here the top of the mole stands about 12 ft. above the highest recorded or observed tide, the height above same at shore end being 10 ft. The depth of water alongside, at the ocean end, is 28 ft. at low water.

The width of the mole on top, at the shore end, is about 30 ft., and at the ocean end, exclusive of the rounded head, about 52 ft.

The slope on the north, or exposed side, throughout is protected with the largest and heaviest stone obtainable from the quarries, varying from about 12 to 20 tons in weight, having a batter at present of about 2 to 1; the slope on the south side having a batter of about  $1\frac{1}{2}$  to 1.

A parapet, in the shape of a rubble mound, has been put along the north side of this mole, increasing in height and width from the shore end to the ocean end.

As regards the north mole and its present top widths and batters, the original design was for a uniform top width of 30 ft., and this will probably result in due course by the gradual flattening out of the north slope (through the wave action induced by the winter seas from north to north-west), proportionately as the depth of water increases; so that ultimately the mole will probably assume the uniform top width of 30 ft., the slope at the

ocean end flattening out to an average of about 3 to 1, and at shore end remaining at about 2 to 1 as at present.

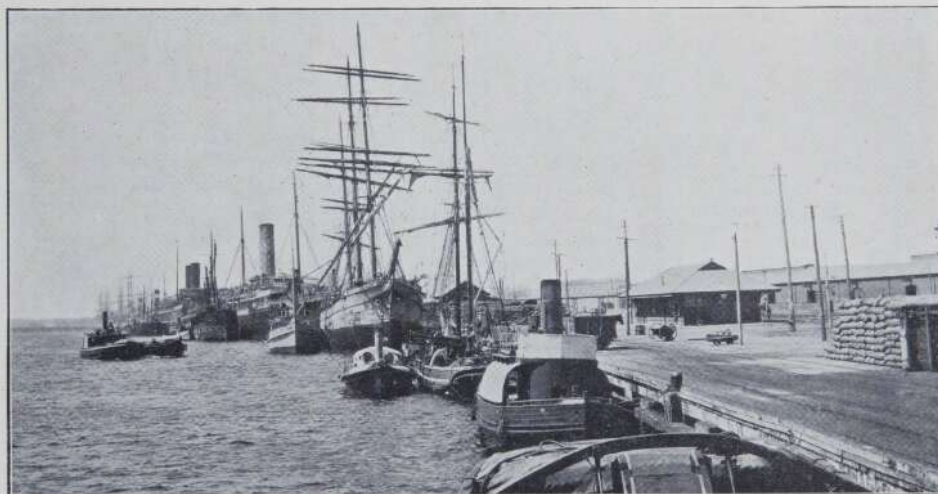
About 575,277 cubic yards of rubble stone, measured *in situ*, were deposited up to December 31, 1898, at an average total cost per cubic yard of 3s. 6½d., the original estimate being 4s. per cubic yard.

A further extension of 1,350 ft. having been authorized, a commencement was made in July, 1899, to tip the stone beyond the 3,450-ft. length; and this section, together with a parapet 12 ft. high around the bulb head, at the extreme end, was completed in December, 1902, making a total length of mole of 4,800 ft.

In the construction of this extension 476,753 tons of stone were tipped; and of this quantity 377,135 tons were obtained from the Rocky Bay Quarries and tipped for a total cost of £92,312, or an average cost of 58·75 pence

north mole, known as Rous Head, for a length of 2,200 ft. to a height of 30 ft. above low-water mark. On the top of this has been erected an open picket fence, 15 ft. in height, as a further protection to the inner harbour from the north-westerly gales. As the North Beach, which is a narrow neck of sand dunes resting upon a rock shelf at about low-water level, and connecting with the mainland Rous Head, also all composed of rock, showed signs of weakness, it has been protected from the sea by an embankment faced with rubble stone.

The south mole was commenced in August, 1894, and extends out from Arthur's Head for 2,040 ft., terminating in about 24 ft. of water at low tide. It was at first slowly pushed out with the material obtained from the levelling down of Arthur's Head. In November, 1895, however, on the completion of the north mole,



SHIPPING AT FREMANTLE WHARVES.

per ton. It being found necessary to utilize a heavier class of stone for protecting the mole from the winter gales, a supply of this material, sufficient for immediate requirements, was obtained from the Collie Quarry. The total quantity of Collie stone tipped at the mole was 2,880 tons, for a cost of £1,736, an average price of 144·67 pence per ton.

New granite quarries at Darlington having been opened up, the additional stone necessary to complete the extension was obtained from that place. The total quantity of Darlington stone tipped at the mole was 99,618 tons for a cost of £29,579, an average price of 71·26 pence per ton. A breakwind, in the form of an embankment, composed of 20,202 cubic yards of quarry refuse, faced with stone on both sides, has been constructed along the low-lying headland at the base of the

stone trains from the Rocky Bay Quarries commenced running to this mole, which then advanced much more rapidly, and reached its ultimate length of 2,040 ft. on August 19, 1897. The width on top is about 25 ft. for the first 1,100 ft. of its length, and thence it increases gradually to a width of 40 ft. at the commencement of the rounded head. The slopes on both sides are about 1½ to 1. The islands to the south and south-west form a natural breakwater against storms from those quarters, and the north mole serves as a protection from the north and north-west gales; so that less resisting power is required than in the case of the north mole; and although it has been subjected to very severe gales, no settlement has taken place, nor has any expenditure been necessary for maintenance. During 1902 the extreme end and about 150 ft. back on each side were topped and faced

with granite in preparation for a cast-iron lighthouse, which was erected during June, 1903.

The bar originally was a long rolling ridge of rock, principally coralline limestone and sandstone, which, across the mouth of the river, showed a broad crest rising to low-water level. Blasting operations were commenced upon this in July, 1894, and were carried on successfully from temporary removable stages. The bar having been removed and the basin of the river dredged as in the scheme, wharfage accommodation extending over some thousands of feet was built along both banks of the river, which, though large enough for the State's present requirements, is likely to prove far too small for the future. After nearly twelve years' actual use there is no doubt left that Mr. O'Connor's judgment far exceeded that of those who described Fremantle Harbour as one bounded on the north by Ceylon, on the west by the coast of Africa, and on the south by the Polar regions. The first vessel to berth in the new harbour was the "Sultan," belonging to the W.A. Steam Navigation Company, in May, 1897; this was followed by the N.D.L. s.s. "Gera" in August and the "Friedrich der Grosse" in October. The year 1900 saw the P. & O. and Orient Company following suit, and since then Fremantle has been the port of call for nearly all vessels trading to Western Australia.

There still remained the question of a dock, which was necessary in order to complete the harbour facilities. For some time the advantages of various kinds were discussed, and ultimately it was decided to build a graving dock on the north side of the harbour. In the settlement of the question the best expert advice—that of Sir Whately Eliot—was sought, and the decision arrived at was largely based upon his opinion. Work was commenced by the Government, and for some time was continued under the direction of the Engineer-in-Chief, but it was then found that the services of a skilled engineer used to dock construction, who could give all his time and energy to the construction, was necessary. On the advice, therefore, of Sir Whately Eliot, Mr. Ramsbotham was appointed engineer to the work, and took up his duties in November, 1910. The dock basin was practically dredged out and considerable material ordered for construction, when the work came to an abrupt stop through the discovery of a limestone cave of such dimensions that it was impossible to go on. Nearly £200,000 has been spent up to the present, and so far as a dock is concerned spent uselessly. A new scheme will probably have to be planned, leaving the old workings to be adapted for other uses. The failure is one to be regretted; at the same time, it

is not due to any want of skill or knowledge on the part of the department, but to one of those unforeseen circumstances which are beyond the ken of human knowledge. It may be that in constructing the new work, the fact that the Commonwealth naval authorities are constructing a naval base at Cockburn Sound will be taken into consideration. Another idea has been put forward by Mr. G. A. Lefroy, based upon the extension of the present harbourage and the construction of a large floating dock. The whole question is now being debated, and no doubt the Government will use every endeavour to secure a scheme from the details of which possible failure is excluded.

The history of the other great departmental triumph—the Coolgardie Water Scheme—has been detailed elsewhere. From an engineering point of view it stands second to none of its kind, and it has been sufficiently long in operation to prove the wisdom of its progenitor and to confer the greatest benefit on the State. The main reservoir is a wall of solid concrete, carried straight across the Helena River bed at a point where the width between the banks is 760 ft., and the surplus water flows directly over the weir crest and down the face of the wall 100 ft. to the river below. It is the highest overflow weir in the world, and has a capacity of 4,600,000,000 gallons, and a daily output capacity throughout the year of 5,000,000 gallons. The scheme also stands unique in regard to the distance over which the water is pumped, *viz.*, 351 miles.

There are twelve smaller reservoirs and receiving tanks, with a total storage capacity of 31,500,000 gallons. The goldfields towns and districts are supplied from a main service reservoir at Bulla Bulling, about 1,200 ft. higher than the Mundaring Reservoir. The water is raised by pumping installations at eight stations along the principal main, which is 30 in. in diameter.

The water area within which the trading operations of the scheme are confined extends continuously from Guildford to Kanowna, and the water is supplied not only to the goldfields, but to all the agricultural areas along the line of route.

These are the big feats of the department, but they by no means exhaust the list of public utilities for which it is responsible. Harbour facilities at all ports from Wyndham to Esperance have been constructed by it; roads and bridges are to be found throughout the State; as well as the hundred and one structures in which engineering skill is required. Until recently the engineering division controlled water supply and sewerage and drainage as a branch of its work, but these have recently been amalgamated and a new department established.

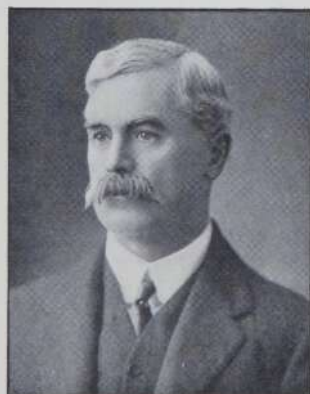
CHARLES ARTHUR MUNT, Under-Secretary for Public Works, was born at Norwood, South Australia, on May 17, 1872, and was

educated privately at Robe, completing at the Norwood Model School. At the age of fifteen he joined the Post and Telegraph De-

partment of the sister State as a clerk and gained experience in several branches of that department. In January, 1891, he was trans-

ferred to the Audit Department and later on in the same year became Bookkeeper in the Works and Buildings Department. He resigned from the South Australian service in 1896 upon receiving the offer of an appointment to the clerical staff of the Public Works Department in this State. Three years later his ability was recognized by promotion to the position of Head Clerk in the Accountant's Office, further promotion following in July, 1903, when he was made assistant accountant, and finally in September, 1905, he became Accountant in the department. When Mr. F. L. Stronach resigned the position of Under-Secretary for Works early in 1912 Mr. Munt was first appointed Acting Under-Secretary, and in March was confirmed in his position as the permanent head of the Department.

**JAMES THOMPSON, B.E., M.I.C.E.**, Engineer-in-Chief for the State of Western Australia, and Chairman of the Fremantle Harbour Trust, was born at Drogheda, County Louth, in Ireland, on August 22, 1863, his father



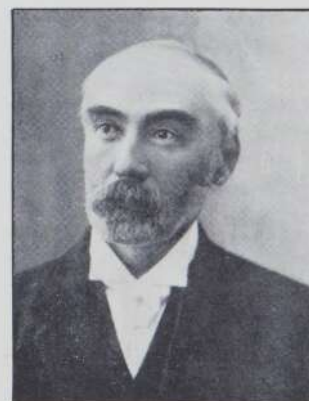
Bartletto, Perth.  
MR. JAMES THOMPSON.

being a supervising officer in the Excise Branch of the Imperial Civil Service. In 1870 the family removed to Cork, and the subject of this sketch received his early education at Carmichael's school in that city. Proceeding from there to the Queen's University of Ireland, he took up the study of engineering and gradu-

ated as Bachelor of Engineering in 1882. Entering at once upon the practice of his profession, Mr. Thompson became a pupil of Dr. Stoney, M.I.C.E., Engineer to the Dublin Port and Docks Board, and from that time until 1889 was engaged in the capacity of Assistant and Resident Engineer on various railway and harbour works in England and Ireland, involving in the aggregate an expenditure of over half a million of money. Arriving in Victoria in 1889 he became Assistant Engineer in the Survey Branch of the Railways Department and worked on the surveys of various railways in that State, including those from Dunolly to Bradford, Clunes to Campbelltown, Wendouree to Miners' Rest, and Glen Thompson to Lintons, as well as water supply surveys at Nyora and Leongatha. In 1891 Mr. Thompson came to Western Australia and entered the Public Works Department as Assistant Engineer. For a couple of years he was employed under the late Engineer-in-Chief, Mr. C. Y. O'Connor, in the designs of works and preparation of contracts for various railway lines, prominent among which were those from Perth to Bunbury and Northam to Southern Cross. He then became Executive Engineer on the construction of the Northam to Southern Cross and Southern Cross to Kalgoorlie railways, and in 1895 was appointed as District Engineer in the head office at Perth, becoming Engineer in charge of Railway Construction in 1896, and received the additional appointment in 1898 of Engineer in charge of Harbours and Rivers. These positions he held until 1902, when he became Inspecting Engineer. Early in the year 1904 he acted as Engineer-in-Chief, and in September of the same year was appointed permanently to that position, becoming at the same time Consulting Engineer to the Fremantle Harbour Works. It is worthy of note that there is no similar position in the Eastern States as Engineer-in-Chief for the whole of the State. In addition to his other duties Mr. Thompson was appointed Chairman of the Metropolitan Board of Water Supply and Sewerage, and also Consulting Engineer to the Bunbury Harbour Board in 1909 and Engineer-in-Chief of the Metropolitan Water Supply, Drainage, and Sewerage Department in 1910. From this brief sketch it will be seen that the present Engineer-in-Chief has been engaged

in one capacity or another on most of the great engineering works carried out by the State during the past twenty years, the most strenuous period from the point of view of development and constructive work in the history of Western Australia. Mr. Thompson was elected Associate M.Inst.C.E. in 1891, and was transferred to full membership (M.Inst.C.E.) in 1899. In 1910 he was appointed a Justice of the Peace for the State. In 1888 he married Sarah, second daughter of the late John Hight, of Cork, and has issue a son, at present (1912) studying medicine at Trinity College, Dublin. Mrs. Thompson died at Cottesloe in the year 1900.

**CHARLES YELVERTON O'CONNOR, C. M. G.** Centuries hence the most enduring monumental records of man in the nineteenth and twentieth century will be his engineering achievements. One has only to allude to the Suez Canal, Mount Cenis tunnel, the Forth bridge and the Nile dam at Assouan with other great engineering feats in support of the statement. As regards this State one can



Bartletto, Perth.  
MR. CHARLES YELVERTON O'CONNOR.

mention two great triumphs of its former Engineer-in-Chief, the late Mr. C. Y. O'Connor—the Fremantle Harbour works and the Coolgardie water scheme. The subject of this sketch was born at Gravemonth, Ireland, in 1843. He was educated at the Waterford Endowed School and in 1859 was apprenticed to Mr.

John Chaloner Smith, M.I.C.E., then resident engineer to the Waterford and Limerick railway. On the termination of his articles in 1862 Mr. O'Connor served on the Rose-nearth to Birdhill, the Bambridge to Drumballyrooney, and other Irish railways. In 1865 he decided to emigrate to New Zealand, and his first appointment there was as assistant engineer on the construction of the coach road from Christchurch through the famous Otira Gorge to Hokitika, on the west coast. The young engineer's promotion—he was only twenty-three years of age at the time—was rapid, and among the positions he successfully occupied from time to time were Assistant Engineer in the province of Canterbury from 1863 to 1870; Engineer for the west portion of Canterbury, then a separate county; and District Engineer under the central government of New Zealand for Westland and later for the Canterbury provincial district. After being appointed to several other important positions he, in 1883, became Under-Secretary for Public Works. He retained this office for seven years, when he was appointed marine engineer for the whole of the Dominion. In April, 1891, Mr. O'Connor accepted the combined appointments of Engineer-in-Chief and Acting Manager of railways for Western Australia. For five years he successfully carried out the dual duties of these positions, when at his own request he was relieved of the latter office in order that he might devote his energies to the vast engineering enterprises then in contemplation. He first published his scheme for the construction of the Fremantle Harbour Works in 1891. His ideas met with considerable opposition from the great English engineer, Sir John Coode, and other prominent experts, on the ground that the harbour would have to be constructed outside the bar. The State's engineer was, however, nothing daunted, and he eventually succeeded in convincing the Government of the day of the practicability of his views. The successful result of his great constructive genius needs dilating upon here. A start was made in March, 1892, to procure the stone for the moles from the Rocky Bay quarry. A sum of £8,000 alone was spent in opening up the quarry and securing machinery and rolling-stock. Nearly six years were expended in the construction of

the harbour, and in March, 1898, the G.M.S. "Gera" had the proud distinction of showing the way through the entrance of the harbour and anchoring off Victoria Quay, proving that Fremantle was capable of accommodating the largest vessels that visited Australia. The last but undoubtedly crowning achievement of the great engineer was the Coolgardie water scheme. It was his original conception, and though he did not live to see the consummation of his great work it stands as a lasting monument to his memory. At the same time due credit should be given to the foresight of the State's then Premier, Sir John Forrest, who saw the absolute necessity of such work and lost no time sanctioning a loan of two and a half millions sterling to cover the cost of construction. Some idea of the magnitude of the work may be gauged from the fact that it was proposed to convey water from the storage reservoir on the Helena River, 340 ft. above sea-level, 325 miles through eight pumping-stations to its ultimate destination on the elevated tablelands of the goldfields, when the gross lift including friction would be 2,632 ft. The actual work of construction was commenced in 1898 with the building of the Mundaring weir, but for years previously the scheme had occupied the attention of the late Engineer-in-Chief when he was superintending the construction of the Fremantle Harbour works. The operations went on with great rapidity, and on Saturday, March 8, 1902, a test was made of seven miles of pipe-track. This proved very successful, but one defect was discovered. The Engineer-in-charge reported this to Mr. O'Connor on his return to Perth. It was arranged that they should both proceed by the 9 o'clock train on the Monday morning to Chidlow's Well, in the vicinity of which place the defect had been observed. Unfortunately by that time the great engineer had breathed his last. Mr. O'Connor had been associated with many other important public works in the State. In 1880 he was admitted as a member of the Institute of Civil Engineers and in 1897 he was decorated by her late Majesty, Queen Victoria, with a Companionship of the Order of St. Michael and St. George. In the same year he was commissioned by the Government to visit London in

connection with the Coolgardie water scheme and confer with the leading engineering experts in reference to the matter. He also was instructed to visit the principal engineering establishments, docks, light railway systems, etc., in England and on the Continent with a view to supplying the State Government with the latest information on these subjects. His services had been lent in 1902 by the State's Ministry to the South Australian Government to confer with its engineering experts on the then proposed Outer Harbour scheme, an undertaking which is now an accomplished fact. Only a few days before his death he had returned to Perth from a visit to Adelaide in connection with these conferences. In the past many of Mr. O'Connor's views and actions were severely criticized but time has proved that these were not only right in theory, but in practice. A grateful State has, however, since vindicated his memory and shown its appreciation of his many and great works by placing a bust of the celebrated engineer on the wall of the great dam of Mundaring weir, and also by the erection of a colossal statue on the north mole of Fremantle Harbour. This it may be remarked is the second largest bronze statue in the Commonwealth. His memory is, however, best perpetuated by his engineering enterprises, and to slightly paraphrase the dictum associated with the name of Sir Christopher Wren it may well be said — "Si monumenta quaeris, circumspice."

JOHN MUIR, A.M.I.C.E., is descended from a family distinguished for its love of adventure. His greatgrandfather was mixed up in the Jacobite risings of 1745, and was forced to leave Scotland for Canada, his property in Ayrshire being confiscated by the Crown. His grandfather fought under Nelson at Trafalgar and Copenhagen. His father as a young man was in the employ of the Hudson's Bay Company, North America, and in the early fifties with four or five other adventurers fitted out a three-masted schooner (the "Sybil") and sailed for Australia, bringing with them cattle, horses, and sheep. They arrived at Geelong in 1852, and upon the discovery of gold at Buninyong in the following year Mr. Muir, senior, proceeded to the fields, sub-

sequently being present at Ballarat during the Eureka Stockade, where his mate was shot. The subject of this review was born at Fiery Creek Diggings on March 13, 1857, and received his education at the Grammar School, Ballarat, afterwards attending Scotch College in the same town.



Bartletto,

Perth.

MR. JOHN MUIR.

From there he went to Melbourne and studied for two years under the private tuition of Arnold Lily, B.A., Clare Scholar of Trinity College, Dublin. At the age of eighteen he joined the staff of the Engineer-in-Chief of Victoria, and was connected with railway location and construction in that State for fifteen years. In 1878 he was appointed Assistant Engineer, and twenty years later was elected an Associate of the Institute of Civil Engineers. In 1891 his services were temporarily transferred by the Victorian Government to the authorities of Western Australia as a railway expert to locate the line through the Darling Ranges. After again taking up his duties in Victoria, upon the then Engineer-in-Chief's recommendation he returned to Western Australia, where he received the appointment of Inspector of Engineering Surveys, since which period he has had charge of the location of all goldfields railways, the preparation of plans and estimates, and, later, the charge of location of all railways in the agricultural areas. In 1901 Mr. Muir made the first preliminary survey of the Trans-Australian Railway, taking a direct route from Kalgoorlie to Eucla and returning on the 31st parallel of lati-

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tude, some sixty miles north of Eucla. Upon this return trip the party took twelve days to traverse 200 miles, failing to discover any water during the whole of this time. Mr. Muir was appointed at a later period to supervise the recent survey of the Trans-Australian line on behalf of the Government of Western Australia. In addition to the works mentioned he prepared plans and estimates for the late Mr. C. Y. O'Connor for an outer harbour scheme, providing for the bringing of intercolonial boats to Perth water, for a scheme of subways for railways through Perth City, a bridge over the Narrows connecting Perth and South Perth, a railway from Perth across the Narrows and thence to Fremantle on the south side of the river, and designs and estimates of cost for high-level bridges across the Swan estuary. He was appointed a member of the Advisory Board on Agricultural Railways by the Wilson Administration, and a member of the Advisory Board on Mining Railways, and still retains the position of Inspector of Engineering Surveys, being responsible for the location of all railways. Mr. Muir married in October, 1885, Mary, daughter of the Rev. J. Hollis, Victoria, and has one son and two daughters.

**HUGH OLDHAM, M.I.C.E.** (Lond.), Engineer for Water Supply and Sewerage Public Works Department, Perth, is a South Australian, having been born at Kapunda, in the Central State, in 1864. He received his education at the Glenelg Grammar School, and at the close of his schooldays, after passing the Civil Service examination in 1882, entered as a cadet in the Public Works Department of South Australia, and continued in this connection for about six years. In 1887 he proceeded to Renmark to take charge of the engineering work in connection with the Mildura and Renmark irrigation scheme inaugurated by Messrs. Chaffey Brothers. About nine years later Mr. Oldham came to Western Australia and entered upon an appointment in the Public Works Department as District Engineer for the Goldfields Water Supply. Subsequently he was appointed Engineer in charge of the General Water Supply and Engineer for the Metropolitan Water Supply and Sewage, these positions being amalgamated

under his present appointment at a later date. This office embraces the control of all State water supplies (exclusive of the mines and goldfields water supplies), and includes the South-Western and Southern Districts Drainage Works, in addition to the Metropolitan Water Supply and



Bartletto,

Perth.

MR. HUGH OLDHAM.

Sewerage Schemes, the main work in connection with the latter being now in full swing. Mr. Oldham is Chairman of the Board of Examiners of Licensed Plumbers and a member of the Royal Sanitary Institute, in connection with which he is also a lecturer and examiner.

**FREDERICK WASLINGTON LAWSON**, Assistant Engineer for Sewerage, Water Supply, Sewerage, and Drainage branch, Public Works Department, Perth, was born at Launceston, Tasmania, in 1869 and received his education at Melbourne, Victoria. At the close of his schooldays he served his apprenticeship to Messrs. John Bunce & Co., a well-known Victorian firm of engineers, and was afterwards engaged upon the detail survey of Sydney and its suburbs. On the reorganization of the New South Wales Public Service in 1896 he was transferred to the Department of Public Works, Sewerage Construction Branch, where he served in various capacities under Mr. Joseph Davis, M.I.C.E., consulting engineer for New South Wales (London), and Mr. L. A. B. Wade, M.I.C.E., when he was in charge of the Rivers, Water Supply,

and Drainage Branches. During the time Mr. Lawson was connected with the Public Works Department of New South Wales many important works such as the western suburbs and the low level sewerage schemes were carried out, also the construc-



*Bartletto.* *Perth.*  
MR. FREDERICK WASLINGTON LAWSON.

tion of Cataract Dam and other works in connection with the Sydney Water Supply. Mr. Lawson came to Western Australia in 1906, having accepted a position in the Public Works Department in connection with the sewerage scheme for the metropolitan area, and upon the formation of the Metropolitan Sewerage and Water Supply Department in 1910 was appointed Assistant Engineer for Sewerage. He is an Associate Member of the Institute of Civil Engineers of England, an Associate of the Institute of Mechanical Engineers, England, a member of the Council of the Institute of Western Australian Engineers; and a member of the Council of the local branch of the Royal Sanitary Institute of England. He is also a qualified engineer under the Local Government Act of New South Wales, and has recently been elected an Associate Member of the American Society of Engineers.

**GEORGE EDWARD FARRAR.** Engineer for Roads and Bridges and Acting Engineer for Harbour and River Works, is a Yorkshireman, having been born at Huddersfield in 1848. He attended King's College classes, and at the termination of his

school days entered the service of an engineering and iron firm, with which he remained for two years. He then became associated with Mr. J. M. Toler, engineer, of Westminster, and was engaged in engineering work in connection with the Milford Docks and railways for two years, afterwards accepting employment with Messrs. Easton, Amos, & Anderson, mechanical engineers, and assisted in the construction of various important works. Removing to Melbourne in 1871 Mr. Farrar became identified with the staff of the Mines Department and the Lands and Surveys Office for about six months, and in September, 1874, received an appointment under the South Australian Government as assistant in



*Bartletto.* *Perth.*  
MR. GEORGE EDWARD FARRAR.

the Engineer-in-Chief's Department, Adelaide. After remaining there for five years Mr. Farrar engaged in private practice until the middle of 1884, when he was appointed engineer for the North Midland Roads Board. He relinquished the post in 1889, being the last of the Roads Engineers under Government control. After spending six months in the Railway Construction Branch of the Victorian railways the South Australian Government offered him the post of Assistant Engineer for Roads and Bridges, which occupied his energies between 1889 and 1893, and in February, 1894, he came to Western Australia to fill the appointment of Engineering Surveyor in the Public Works Department, chiefly in connection with

roads and bridges construction. Eight years later he was appointed Principal Engineer for Roads and Bridges, and has filled that post ever since, also the position of Acting Engineer for Harbours and Rivers, to which he was appointed in 1907. Mr. Farrar is a Fellow of the Society of Engineers of London and a member of the Western Australian Society of Engineers, of which latter body he is Honorary Treasurer.

**ROBERT A. ROLLAND,** assistant to the Engineer-in-Chief, Public Works Department, Perth, is of Scottish descent, having in 1857 been born in Edinburgh, where he received his education. Subsequently he came to Australia and served a term at Langland's foundry in Melbourne, at a later period serving his apprenticeship with Messrs. Barr & Oliver, civil engineers, of Dunedin, New Zealand, with whom he remained for five and a half years. He then entered the Government Service of Victoria, being appointed to the railway construction branch, in which he remained seven years. when, turning his attention in another direction, he became engaged in the fruitgrowing indus-



*Bartletto.* *Perth.*  
MR. ROBERT A. ROLLAND.

try at Mildura, Victoria, for about three years. In 1896 Mr. Rolland came to Western Australia and was engaged as engineering surveyor in the Public Works Department, subsequently as Assistant Engineer,

taking charge of construction works on the north-west coast, and which occupied his energies for about five years. Returning to the head office he received the appointment of Resident Engineer, and after filling a subsequent position of District Engineer was appointed to the post he now holds. Mr. Rolland is a member of the Institute of Surveyors of Victoria and a member of the Institute of Engineers of Western Australia, and holds a seat on the Board of Examiners for Licensed Surveyors. He is also a member of the Royal Sanitary Institute of England.

**JOHN WILLIAM DARKER**, Assistant Engineer for the Railway Construction Branch, Public Works Department, Perth, was born at Ipswich, Queensland, on November 15,

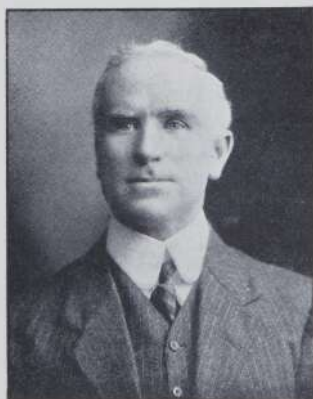


*Bartletto, Perth.*  
MR. JOHN WILLIAM DARKER.

1867, and was educated at the Ipswich Grammar School. After three and a half years in the railway workshops in his native town he transferred to the Railway Construction Office at Brisbane, and after two years there spent a similar period in construction work on the North Coast Railway. This was followed by twelve months in the office of the Chief Mechanical Engineer at Brisbane, and in 1893 he undertook control of the erection of a working suction dredging plant for mining purposes on the border of

New South Wales and Queensland, this being a private enterprise; and while here he also took charge of the sluicing plant in connection with the same work. Subsequently he turned his attention to the coal-mining industry in Purgah, near Ipswich, for a time, and in 1894 came to Western Australia, where he spent six months in the Fremantle locomotive workshops. After mastering the practical work of this department he entered the drawing office of the Railways Construction Branch as draughtsman, and five years later received the appointment of chief draughtsman, in the discharge of which office he supervised the plans for the Midland Junction Railway Workshops, and various other railways then under construction. In 1905 Mr. Daker was appointed to his present office of Assistant Engineer, which he has filled ever since. He is a member of the Western Australia Institute of Civil Engineers and is on the Council of that body.

**GEORGE FORSTER HICKSON**, A.M.I.C.E., Resident Engineer Main Sewerage Construction, Public Works Department, Perth, is a son of Mr. R. R. P. Hickson, M.I.C.E., and was born in 1870 at Carlingford,



*Bartletto, Perth.*  
MR. GEORGE FORSTER HICKSON.

Ireland. He came to Australia at an early age, receiving his scholastic education at the Newcastle Grammar School, New South Wales. At the

close of his schooldays he joined the Government Service of New South Wales and served his articles in the office of the Engineer-in-Chief, Mr. E. O. Moriarty, M.I.C.E. He was engaged on the Newcastle Harbours, Rivers, and Water Supply and Sydney Sewerage Works for a time, then, relinquishing Government employ, was identified with the firm of Messrs. Carter, Gummow, & Co., as engineer in connection with sewerage construction in Sydney and water supply works at Adelaide. In 1896 Mr. Hickson received an appointment by the Western Australian Government as assistant engineer and was engaged on the Coolgardie and Goldfields water supplies, and for two years filled the post of District Engineer for Water Supply on the north-west coast of Western Australia. Since 1903 he has discharged the office of Resident Engineer on the Metropolitan Sewerage Works.

**HILLSON BEASLEY**, A.R.V.I.A., Chief Architect of the Public Works Department, Perth, was born at Canterbury, England, in 1855 and received his education at Wesley College, Sheffield. At the close of his scholastic career he was articled to a firm of architects in Dover, and gained valuable subsequent experience in similar offices at London, Carlisle, and Oxford. At a later date Mr. Beasley proceeded to South Africa, and spent three years in the architectural branch of the Public Works Department at the Cape. In 1886 he came to Australia and practised on his own account at Melbourne, also filling the office of Lecturer to the Working Men's College and in connection with the Melbourne University extension classes. During this period he gained the diploma of Associate of the Royal Victorian Institute of Architects. In 1896 he left Victoria, and arriving in Western Australia joined the Public Works Department as draughtsman. In that capacity he proved his ability so well that when Mr. John F. Grainger was appointed principal architect Mr. Beasley became Chief Draughtsman, ultimately in 1905 succeeding Mr. Grainger in the leading position in the architectural branch of the Public Works Department.



### WATER SUPPLY DEPARTMENT.

This department, which is also administered by the Minister for Works, is at present under the general control of the Engineer-in-Chief, though arrangements are under consideration to relieve him from the actual working responsibility.

The department is responsible for all matters connected with the Metropolitan Water Supply, Sewerage, and Drainage; Mines Water Supply; Goldfields Water Supply, including the Coolgardie Water Scheme; Water Supply and Drainage generally; and all matters relating to boring. The Metropolitan Water Supply and Sewerage was formerly a branch to itself, while Mines Water Supply was part of the administration of the Mines Department, which also controlled boring operations. The new department has the advantage of bringing cognate matters together, and in that way counts for both economy and efficiency.

The Metropolitan Water Supply is derived primarily from a reservoir built on the Canning River, whence the water is conducted to a subsidiary reservoir in King's Park, from which it is reticulated. For years it has been recognized that the service is quite inadequate to meet present demands, let alone future requirements. It has been reinforced from time to time by bores in different parts of the metropolitan area, the water from which is pumped into the mains, but the amount of water gained by these expedients is still insufficient to provide a proper supply. From time to time the question of tapping the Mundaring Weir has been raised, but the Government has steadily opposed it. A scheme which meets with greater favour and has professional recommendation behind it is the construc-

tion of larger storage facilities on the Canning River. Whatever course is adopted, it is generally conceded that it should be constructed as quickly as possible, as each succeeding summer brings a greater strain upon the present resources.

The department is also charged with the underground sewerage and drainage of the metropolitan area. The system adopted is the septic tank system, the sewerage reaching the tanks mainly by gravitation, though pumping stations are necessary along the low-lying lands of the river foreshore. The filter-beds for Perth are situated on Burswood Island, and have been the subject of considerable discussion. That the location is unsuitable from a professional standpoint can scarcely be denied, as sufficient foundation to support the weight of the filters does not exist. The result has been that they constitute a source of annoyance not only to the department, but to the residents of the surrounding localities, and whether they are going to be sufficient to stand the strain of the system when completed and in full operation is open to considerable doubt. A separate system is being provided for the Fremantle area, and another for the suburbs west of Perth. The work has been going on for some years, and though sections of it are now in operation, it will be some time before the metropolis of Western Australia can claim to be up to date in the matter of sanitation. The storm-water drainage is being provided for by a separate set of pipes connected with main drains, which empty themselves into the river at various points. This work is in charge of Mr. Hugh Oldham, who is assisted by Mr. F. W. Lawson, the Assistant Engineer for Sewerage.

HUBERT CHARLES TRETOWAN, A.L.A., W.A., Under Secretary for Water Supply, was born at Plymouth, Devonshire, England, on April 4, 1868. He was brought to Victoria by his parents at an early age, and received his education in that State, afterwards turning his attention to agriculture under the direction of his father until his twenty-first year. He then entered the service of the Bank of Australasia at their head office in Collins Street, Melbourne, and remained with that institution seven years (1889-96), the last six months of which were served in the Perth Branch, to which he had been transferred. He resigned his position in 1896 in order to enter the Public Works Department of Western Australia. He has been connected with the undertaking for supply of water to the goldfields since the initiation of construction work in 1898, and



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MR. HUBERT CHARLES TRETOWAN.

when, early in 1903, the revenue-producing stage having been reached, the concern was transferred from the control of the Public Works Department Mr. Tretowan was selected for the important post of accountant in the new administration. In this capacity he designed and inaugurated the system of accounts, and also acted as principal assistant to the Secretary in establishing the Branch offices and instituting the procedure for rating and water sales throughout the water area. He remained in charge of this work until June, 1909, when he was appointed to the position of Secretary of the Goldfields Water Supply Administration, which he held until 1912, when he was promoted to the office he now fills. Whilst holding the former post he was responsible to the Minister for the business management of this huge trading concern, which has a capital of over £3,000,000 and a

yearly revenue amounting to £230,000, and of which the reticulation system radiates throughout a water area nearly 400 miles in length. Mr. Trethowan qualified for admission as an Associate of the Institute of Accountants and Auditors of Western Australia by passing the interstate examinations prescribed by the Australasian Corporation of Public Accountants. In the three examinations comprising the course open to candidates from all the States, he secured second place in order of merit on two occasions and premier honours in the final examination.

**JAMES VERNON HAWTIN**, J.P., Secretary to the Metropolitan Water Supply, Sewerage, and Drainage Departments, Perth, was born at London in 1872. He received his education by private tuition and at King's College, London, and upon its completion was for a time associated with his father in business. In 1891 he came to Western Australia, where he entered into mercantile pursuits in Perth for some two years. Subsequently he joined the service of the Midland Railway Company under Mr. Edward Keane, and five years later, in 1898, his connection with the Metropolitan Waterworks began. Mr. Hawtin first filled the positions of cashier



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MR. JAMES VERNON HAWTIN.

and chief clerk for six years, when he was appointed accountant in 1904 and Secretary in the same year. In 1909 the secretaryship of the

Sewerage Board was added to his duties, and in 1910 he was appointed Secretary to the Department, which post he now holds. Mr. Hawtin received a commission of Justice of the Peace in 1910.

**GEORGE RICHARD WILLIAM HAWKE**, Machinery Superintendent, Goldfields Water Supply, is a native of England, having been born at Devon on June 20, 1868. He received his scholastic training in the county of Cornwall and at the Tennyson School in London, also attending the Polytechnic School, Regent Street. When fourteen years of age he was apprenticed to the firm of J. Simpson & Co., Limited, engineers, of Pimlico, London, and spent altogether twenty-two years in their employ. During this time he gained experience not only in the Old Country,

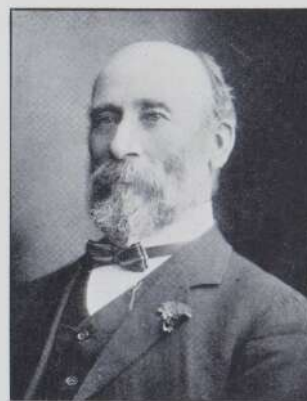


*Bartletto.* *Perth.*  
MR. GEORGE RICHARD WILLIAM HAWKE.

but in Singapore and other parts of India, Japan, and the West Indies, spending six months at Demerara, in British Guiana. He came to Western Australia in the year 1898 on behalf of the same firm, and was engaged in the construction of the Fremantle water works, on the completion of which he returned to England, where he was appointed general foreman of the erecting and fitting-shops at Pimlico, a position he continued to hold for about two years. At the end of this period he returned to Western Australia in the capacity of supervising and erecting engineer in connection with

the Goldfields Water Supply still on behalf of the same Company. Upon the completion of this work Mr. Hawke's services were secured by the Western Australian Government as machinery superintendent of the Goldfields Water Supply, an office he still holds. He is a member of the Institute of Mechanical Engineers, England.

**JAMES FAULKNER**, formerly Assistant Engineer, Water Supply, Perth, was born at Bow-



*Bartletto.* *Perth.*  
MR. JAMES FAULKNER.

don, Cheshire, England, in 1853 and received his education at schools in connection with the Congregational Church of Great Britain. At the conclusion of his studies he served his articles to the engineering profession, giving special attention to the branches dealing with water-works, steam, gas, and sanitary improvements, and gained considerable experience, being employed on the states of the Earl of Stamford and Warrington and Sir William Cunliffe Brooks, a well-known banker who held various trusts, the engineering work in connection with which was placed in the hands of the gentleman under review. This knowledge was augmented by Mr. Faulkner in the United States, Canada, Tasmania, and New South Wales, where he was engaged in various engineering projects, and in 1889 he came to Western Australia as engineer to the Perth Gas Company. After eight months in this service he obtained the appointment

of Superintendent of the Perth Water Supply Company, Limited, and when this enterprise was taken over by the Government he was given the post of Superintending Engineer in connection with the extension and maintenance works. This was in 1896, and a second Board appointed two years later confirmed the appointment, a confirmation repeated in 1904, when the Minister for Works took over the concern and acted as administrator. In 1909 another Board was appointed to enable the Minister to proclaim the new Act, and in the following year the amalgamation with the Public Works Department took place, and Mr. Faulkner was appointed Assistant Engineer, which office he held until January, 1912, when he resigned. He is a member of the Engineers' Association of New

South Wales and of the Western Australian Institute of Engineers.

**WILLIAM COATES REYNOLDSON, M.I.C.E.**, Chief Engineer, Coolgardie Goldfields Water Supply, Perth, is a native of Victoria, where he was born in the year 1870. Educated at Melbourne, at the termination of his schooldays he was apprenticed to Messrs. Hodgson and Smith, hydraulic engineers, for four years, subsequently being associated with that firm in the carrying out of extensive hydraulic and sanitary works, the supply of water to various towns, and in irrigation projects at various centres. Coming to Western Australia he joined the Public Works Department in 1895 as assistant engineer, and found immediate occupation in surveying a

location for the main impounding reservoir for the Coolgardie and Kalgoorlie water supply scheme and in defining the tract for the construction of the aqueduct over the 390 odd miles which lay between the starting and the finishing point of this gigantic undertaking. Having satisfactorily completed this exacting work, he proceeded to the head office and set about the preparation and drawing of the plans, which took up his time until about 1900. He was next engaged in the supervision of the construction work, and with its completion in August, 1902, was appointed to his present position. Mr. Reynoldson is a member of the Institute of Civil Engineers, Vice-President of the Western Australian Institute of Engineers, and a member of the American Water Works Association.

### Colonial Secretary's Department.

The following is the list of the gentlemen who have held the position of Colonial Secretary:—

Colonial Secretary.	From	To
Sir George Shenton ...	Dec. 29, 1890	Oct. 11, 1892
Sir Stephen Henry Parker ...	Oct. 11, 1892	Dec. 4, 1894
Sir John Forrest ...	Dec. 4, 1894	April 28, 1898
George Randell ...	April 28, 1898	May 27, 1901
Frederick Illingworth ...	May 27, 1901	Nov. 21, 1901
Matthew Lewis Moss ...	Nov. 21, 1901	Dec. 23, 1901
Frederick Illingworth ...	Dec. 23, 1901	June 24, 1902
Walter Kingsmill ...	June 24, 1902	Aug. 19, 1904
George Taylor ...	Aug. 19, 1904	June 7, 1905
John Michael Drew ...	June 7, 1905	Aug. 25, 1905
Walter Kingsmill ...	Aug. 25, 1905	May 7, 1906
James Daniel Connolly ...	May 7, 1906	Oct. 7, 1911
John Michael Drew ...	Oct. 7, 1911	Still in office

The present Under-Secretary is Mr. Frederic Dudley North, C.M.G., who succeeded Mr. Octavius Burt upon the latter's appointment to the offices of Sheriff and Comptroller of Prisons. Mr. Joseph Robert Campbell is the Accountant, and Mr. George Dibdin Clerk-in-charge.

In addition to the ordinary secretarial work of the office, the Colonial Secretary administers the following very important branches of the Public Service:—Aborigines, Charities, Fisheries, Friendly Societies and Industrial Arbitration, Gaols, Harbour and Light, Immigration, Lunacy, Medical and Public Health, Observatory, Police, Public Gardens, Registry, Rott-nest Island.

### ABORIGINES.

It is not too much to say that almost ever since the establishment of the State there has been something in the way of organization for the care and protection of the natives. Wherever the British Government has planted colonies it has recognized that the aboriginal inhabitants had certain rights and were entitled to the protection of those who had dispossessed them of their country. Western Australia was no exception to this rule, and though the early colonists suffered severely at the hands of the natives, and though incidents occurred that called for stern repressive measures, every opportunity of conciliating the wild tribes was taken, and by the appointment of protectors and the distribution of food and clothing they were gradually induced to understand that though the white men would not allow them

to pillage indiscriminately, they would treat them with consideration and justice. Grants for the protection and care of the aborigines appeared regularly upon the Estimates of expenditure, and when responsible government was granted in 1890 it was one of the conditions that £5,000 a year should be paid out of the consolidated revenue annually to an independent Aborigines Protection Board. When the revenue exceeded half a million, then the £5,000 was to give way to 1 per cent. of the revenue. The phenomenal expansion of the colony during the nineties made 1 per cent. of the revenue a fairly large amount, and steps were taken which after some years were successful to have an amount of £10,000 annually fixed by Act of Parliament and disbursed in the same way as other revenue moneys.

A Chief Protector of Aborigines was appointed, with charge of a sub-department of the Colonial Secretary's Department, and he was made responsible for all matters pertaining to the Aborigines. Recognizing that £10,000 was far too small a sum to provide satisfactorily for the proper protection and care of the natives, Parliament annually grants an additional amount from the revenue. This in 1911-12 reached the sum of £17,995, and when to it is added the £10,000 statutory

grant, it is evident that Western Australia cannot be accused of any lack of interest in her aboriginal population. The present Chief Protector is Mr. Charles F. Gale, and a study of his annual reports perhaps reveals best the work that is being done. These we have already quoted from in the general article on the aborigines, and only desire to say here that they are an ample reply to those who speak of aboriginal ill-treatment in Western Australia.

### PUBLIC CHARITIES.

In no State is the administration of public charity—and that in the widest and best sense of the term—better organized than in Western Australia, where, to quote *The British Medical Journal*, "charity has become a subsidiary agent, and the State is the relief authority for the whole State." This does not mean that the fount of private charity has dried up through absence of need for it; in fact, Government assistance has stimulated private endeavour, and it may truly be said that the poor, the sick, and the infirm and aged are ever held in remembrance by their brethren and fellows in this great Western State.

In addition to his work as the Superintendent of Charities, Mr. James Longmore is also Superintendent of the Government Labour Bureau and Secretary of the State Children's Department, and is therefore in the best position to know not only the poverty and sickness that exists, but also the best and wisest means of combating it. The general work of his department, he tells us, is divided into two branches—the Home Assistance Branch, by means of which assistance is given from State funds to those in destitute circumstances, but not in need of actual institution assistance; and the Institution Assistance Branch, which means the control and supervision of the institutions established for the care and maintenance of the aged and infirm and those in need of a home as well as of rations.

Realizing how prone charity is to be imposed upon, the task of its distribution entails constant care and watchfulness. Cases are therefore dealt with individually, and each is subjected to strict examination, the aim being to relieve all genuinely necessitous cases and to prevent undeserving persons from receiving help. To carry out this principle regulations have been drawn up which briefly provide that in Perth applications must be made at the office of the Superintendent, and in country districts to the Resident Magistrate, who acts as agent for the department. Genuine cases are then helped by a grant of rations on a prescribed scale, or, in cases approved by the Colonial Secretary, of money in lieu of rations.

During the year ending June 30, 1911, the total number assisted in one way or another was 1,783—

281 men, 468 women, and 1,034 children. Of these 188—111 men and 77 women—were aged and infirm recipients, and therefore may be regarded as permanent cases; the remainder comprised those who required temporary help to tide them over periods of temporary distress. The number of those to whom permanent assistance was given showed a striking reduction when compared with previous years, due, no doubt, to the effect of the Commonwealth old-age and invalid pensions scheme. The "temporary class" was largely made up of women and children—widows left destitute, or wives whose husbands were sick and unable to work or had cruelly left them, often with families of little children, to face the world alone. Widows, deserted wives, or wives with husbands in prison or in the asylum are entitled to rations for the support of their children, but in various cases money is given in lieu of rations, and thus the children become, without being made State children, practically boarded-out to their mothers, and are then subject to inspection by the authorities to ensure proper care being given to them. The beneficial effects of such a procedure may easily be appreciated, as it gives the needed assistance without removing the children from the fostering care of a mother's influence.

For the aged, infirm, and practically destitute of both sexes institutions are provided and maintained by the State. There were originally three of these homes for men, situated at Perth, Fremantle, and Geraldton. Some years ago the Government recognized the necessity of building new quarters for those in Perth, and a large area of land on the river at Claremont was secured for the purpose. Upon this a large and well-appointed institution, capable of holding some 500 men, was erected, and the Geraldton home closed. Recently the Fremantle home has also been closed and the inmates transferred to Claremont institution, which now forms the only State institution for destitute men. Situated amid surroundings of great natural beauty, with open access to the river, this home, erected upon the most modern plans, and administered as a home rather than as a place of detention or even a mere shelter, is a standing monument to the interest which the State shows in its aged and infirm destitute men. A library and read-

ing-room, recreation-rooms, and a common meeting-room for entertainments are provided, and no stone is left unturned by the Master (Mr. A. C. Rust) and the Matron (Miss Speers) to try and make the lives of their charges happy and comfortable.

Through the munificence of the late Mr. Walter Padbury this task has been much lightened. Under the will of that gentleman the Old Men's Home received an endowment of something like £30,000, the interest of which is to be used in providing luxuries and additional comforts for the men. This bequest is administered by three Trustees—Sir Edward Stone, Hon. J. D. Connolly, M.L.C., and Mr. J. S. Battye—appointed by the Court. By its means moving-picture entertainments are regularly provided, a large gramophone has been installed, bath chairs have been purchased, additional reading

matter secured, and the tobacco allowance increased. No institution of the kind in Australia is so well catered for, and possibly few in the world. It is only right to say that the men fully appreciate their good fortune.

The aged and infirm women are provided with a home at Fremantle, and though they have not the advantages of a Padbury bequest, are carefully tended by the State. There are about sixty women in permanent residence, while others remain there only for a time. In connection with it there is a maternity home, where destitute expectant mothers receive freely every possible care and attention, and part of the function of which is to provide a training school for midwifery nurses. The Matron (Mrs. Fraser), with her assistants, is kept busily employed in sympathetic attendance upon the inmates of the home, many of whom are practically bedridden.

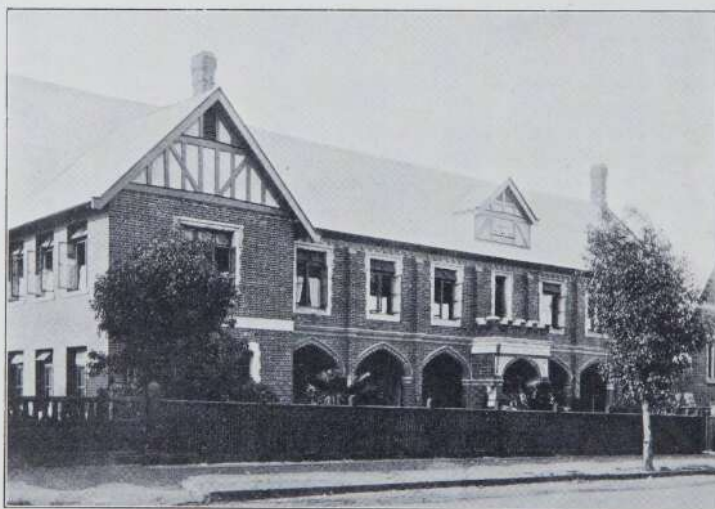
### STATE CHILDREN'S DEPARTMENT.

As Secretary to the State Children's Department, Mr. Longmore is charged with the carrying out of the State Children's Act passed in 1907. This is based largely on the Act in force in South Australia, and it is doubtful whether any better pattern could have been selected. The scope of the department is comprehensive. It aims at providing for the waifs and strays who may properly be called the children of the State. Wherever possible it fastens responsibility on the parents, and does not sunder natural ties. It cares for juvenile offenders, and seeks to prevent, so far as possible, the development of criminal inclinations in them. Those children who do wrong are charged in a separate Court from which all but those actually engaged in the case are excluded, and thus the demoralizing effects of a public exhibition are avoided.

There are according to the latest returns issued nearly 800 children under the control of the State, about 700 of whom are in State or State-subsidized institu-

tions, and the remainder boarded out. For those boarded out there are two kinds of foster-mothers under the Act—those to whom children committed to the care of the department by the Children's Court are sent, and those who are licensed under the Act to receive children

under the age of three years. Both these classes are under the constant supervision of departmental inspectors, who are greatly assisted by a committee of ladies appointed by the Government for that purpose. The members of the Children's Protection Society—a public charity—also visit those children in whom they



GIRLS' ORPHANAGE, ADELAIDE TERRACE, PERTH.

are interested. It is thus seen that foster children are receiving every care and attention. Where possible arrangements are made for the adoption of children, as it is felt that that course ensures to them the advantages of a real home.

For children committed to an institution there are schools subsidized by the department, in addition to the Government Receiving Depot at Subiaco.

We extract the following information regarding these various institutions from Mr. Longmore's report:—

“There are six subsidized orphanages under the Act. These institutions were previously known as Industrial Schools, and although called orphanages are practically Industrial Schools, in the sense that they are meant to give the boys and girls committed to them some industrial and technical training in addition to the usual school instruction. They have been established principally for the reception and maintenance of destitute and neglected children sentenced under the State Children Act. Truants are also sent to these institutions under the Education Act.

### INDUSTRIAL SCHOOLS.

“Industrial Schools have been established for the detention, maintenance, and training of children found guilty of an offence punishable by imprisonment. Industrial Schools can also receive children transferred from orphanages for absconding or serious misconduct.

“The children admitted to Industrial Schools are paid for by the State, if over the age of fourteen years, 10s. per week for one year. This amount may be continued for a longer period if it is shown that the interests of the child will benefit by a longer detention. Children committed to an Industrial School, if under fourteen years of age, are paid for at the rate of 9s. per week.

“The five Industrial Schools are:—(1) St. Kevin's Industrial School, Leederville; (2) Salvation Army Boys' Industrial School, Collie; (3) Salvation Army Girls' Industrial School, Collie; (4) Redhill Boys' Industrial School, Midland Junction; (5) Home of the Good Shepherd Industrial School, Leederville.

“The subsidized institutions are under the control and supervision of a governing authority, which is defined in the Act as the Manager or Committee of Management. Five of the institutions have the official manager resident at the institution; the others have a superintendent in charge, who acts under the authority of the official manager. Four of the institutions are governed by committees. It would be an advantage if all orphanages and Industrial Schools had such committees. Committees are expected to be regular in their visitations and vigilant in their inspection. The assistance of women as members of committee or visitors should be enlisted where at all possible. The success, however, of institutions depends largely on the trustworthiness and capability of the resident officials in charge. Institute work is difficult and trying, and a superintendent to be successful must combine firmness with kindness and practical skill. He must exercise his authority with a due sense of responsibility. An inspector paying his or her visit to-day sees what is going

“The orphanages may also receive, in addition to those sent under the Act, private cases, for which no State payment is made. Children committed by a Children's Court, and technically known as State children, are paid for as a rule 8s. weekly until fourteen years of age. In those institutions where the children are taught in the ordinary State schools the payment is 7s. weekly.

“The following are the six orphanages:—(1) St. Joseph's Girls' Orphanage, Subiaco; (2) Girls' Orphanage, Adelaide Terrace, Perth; (3) Swan Boys' Orphanage, Midland Junction; (4) Clontarf Orphanage for Boys, Victoria Park; (5) Salvation Army Boys' Orphanage, Collie; (6) Parkerville Orphanage for Infants, Parkerville.

on to-day but not what took place yesterday. The visits of members of committee, living perhaps in the neighbourhood of the institution and looking in at odd times, is a far more effective check. No amount of inspection, however, will prevent abuses at times if the officials are not men and women of the highest character, with a full sense of their responsibilities.

“In all the institutions attention is being given to the industrial training of the inmates; this is as it ought to be. In the orphanages the children are young and require to have their ordinary education looked after, and not much time can be devoted to industrial work. An excellent workshop has recently been erected at the Swan Boys' Orphanage. Here some twenty lads are being trained in carpentry, under the supervision of one of the instructors in connection with the State schools.

“The industrial training at the Collie Institution is very practical, and includes almost everything that is necessary for an agricultural worker to know.

“The industries principally taught in the schools are farming and gardening. Some instruction is also given in shoe-making, tailoring, carpentry, and baking. None of the institutions give anything like a special training in any of these industries; what they really aim at is to impart a general handiness to the lads. The girls are receiving good practical instruction. They leave the institutions well equipped for domestic work. Needlework is well taught, so are cooking and laundry work. In several of the institutions where cows are kept, the girls are taught milking.

“ST. JOSEPH'S GIRLS' ORPHANAGE, Subiaco (Established 1868).—Manager: The Right Reverend Bishop Clune. This institution is situated about a mile from the Subiaco Railway Station. Number on the Government list, June 30, 1910, 102; admitted during the year ended June 30, 1911, 30; left during the same period, 17; remaining on the Government list, June 30, 1911, 115; private list, 30. The orphanage is managed by the Sisters

of Mercy, the responsible head being the Reverend the Mother Superior, Sister M. Brigid. The Resident Sister in charge of the orphanage is Sister M. Ursula, with eight assistants. The Sister in charge of the school instruction is Sister M. Clare, with four assistants. There are four out-of-door assistants.

"CHURCH OF ENGLAND ORPHANAGE (Established 1868).—Manager: Very Rev. Dean Mercer. Lady Superintendent: Miss Birt. This institution for Protestant girls is situated in Adelaide Terrace, Perth. Number of girls on June 30, 1910, 89; admitted during the year ended June 30, 1911, 37; left during the same period, 16; remaining on the Government list, June 30, 1911, 110; number on the private list, 28.

"SWAN BOYS' ORPHANAGE (Established 1871).—Manager: The Reverend J. W. Armstrong. This institution is situated about three miles from Midland Junction, in an excellent position. Number of boys on the roll, June 30, 1910, 98; admitted during the year ended June 30, 1911, 36; left during the same period, 37; remaining on Government list, June 30, 1911, 97; number on private list, 6. The official in charge is the manager, who is now resident, and exercises full control over the institution; he is assisted by six other officials.

"CLONTARF ORPHANAGE (Established 1872).—Manager: The Right Reverend Bishop Clune. The institution is situated about three miles from the terminus of the Victoria Park tramline, on the banks of the Canning River. Since March 22, 1897, it has been conducted by the Christian Brothers. Number of boys on June 30, 1910, 112; admitted during year ended June 30, 1911, 51; left during the same period, 28; remaining on Government list, June 30, 1911, 135; number on private list, 5.

"SALVATION ARMY BOYS' ORPHANAGE AND INDUSTRIAL SCHOOL, Collie (Established 1901).—Manager: Major John Blake. These institutions are situated some six miles from Collie and about 130 miles from Perth. Number of inmates in the combined institutions on June 30, 1910, 64; admitted during the year ended June 30, 1911, 19; left during the same period, 22; remaining on the Government list, June 30, 1911, 19; private list, 23.

"PARKERVILLE ORPHANAGE (Established October, 1909).—Manageress: Sister Kate Clutterbuck. This institution is situated at Parkerville, nineteen miles by rail from Perth. It has been established principally to receive infants under the age of six years who belong to the Church of England. It consists of five cottages, as follows:—A.—Padbury, two wards; B.—Babyland, two wards; C.—Nicholas, two wards; D.—Guildford; E.—The Infirmary. Each cottage is specially supervised by a resident officer, and is arranged to receive children in accordance to age and sex. Number of children on June 30, 1910, 55; admitted during the year ended June 30, 1911, 6; left during the same period, 3; remaining

on Government list, June 30, 1911, 58; number on private list, 40.

"ST. KEVIN'S INDUSTRIAL SCHOOL (Established 1897).—Manager: The Reverend Charles Cox. This institution occupies an elevated and commanding position on the shores of Monger's Lake, some two miles from Leederville. Number of boys on June 30, 1910, 19; admitted during the year ended June 30, 1911, 6; left during same period, 16; remaining on Government list June 30, 1911, 9; private list, 16.

"SALVATION ARMY GIRLS' INDUSTRIAL SCHOOL, Collie (Established 1901).—Manager: Major E. I. Gowan. This home is situated three miles from the Collie township. It occupies a very healthy position. The buildings are very suitable, and are kept in first-class order. Number of inmates on June 30, 1910, 30; admitted during the year ended June 30, 1911, 6; left during the same period, 9; remaining on the Government list, June 30, 1911, 30; private list, 22.

"REDHILL INDUSTRIAL SCHOOL FOR BOYS (Established 1903).—Manager: The Rev. J. W. Armstrong. This institution occupies a healthy position among the hills on the Newcastle Road, some four miles from Midland Junction. Number of boys on the roll on June 30, 1910, 17; admitted during the year ending June 30, 1911, 10; left during the same period, 15; remaining on Government list on June 30, 1911, 12.

"HOME OF THE GOOD SHEPHERD INDUSTRIAL SCHOOL (Established 1908).—Manager: The Reverend Mother of the Convent. This institution is situated at Leederville, a mile or so from the railway station. Number of girls on June 30, 1910, 13; admitted during the year ending June 30, 1911, 3; left during the same period, 9; remaining on Government list on June 30, 1911, 7; remaining on private list, 3.

"THE GOVERNMENT RECEIVING DEPOT, Subiaco (Established 1894).—This institution, situated near the Subiaco Railway Station, receives temporarily all classes of State children, or any other who are destitute or neglected it may be necessary to deal with. Number of inmates on June 30, 1910, 15 boys, 13 girls, total 28; admitted during the year ending June 30, 1911, 186 boys, 104 girls, total 290; left during the same period, 152 boys, 97 girls, total 249; remaining on Government list on June 30, 1911, 49 boys, 20 girls, total 69. It will be seen from this return that a large number of children have passed through this institution during the past twelve months. Subject to departmental control, the institution is managed by Mr. and Mrs. Shipton as manager and matron respectively."

On the question of homes for infants Mr. Longmore makes the following remarks concerning that difficult problem of modern life—the illegitimate child:—

"The establishing of a home for infants opens up another important phase, the treatment of the infant

born out of wedlock. For the sake of the infant itself it is decidedly advisable that such infants should be cared for by their own mothers for as long a period as possible. To do this it is, of course, necessary to adopt some means whereby mothers may be encouraged to care for the children during the first few months, at least, of the child's life. The Home of Mercy, Perth, does this to some extent, and in several cases the Government Home at Fremantle has also helped in the same direction. There is, however, a very strong desire on the part of the great bulk of mothers of such children to get out of their responsibility at the very earliest moment. In many cases within a month or so of the child's birth a request is made to have the child cared for by the

State. I must say my experience goes to show that even if the child is sent to a foster-mother and paid for by the mother, the payments only continue for a short period, and ultimately the child, owing to the mother having failed in her payments, and, may be, having removed to some other address which is very difficult to trace, has to be dealt with through a Children's Court, and become a State child. It is often better to face the position at the outset and have the child dealt with by the Court from the first, and an order made against the mother for a small payment. It is almost impossible for a girl without help to continue her payments regularly to foster-mothers. To prove the parentage in the great bulk of cases is also practically an impossibility."

### STATE LABOUR BUREAU.

This branch of the work of the Charities Department, for which Mr. Longmore is also responsible, was established in order to afford a means of bringing employers into touch with those desiring employment. It is particularly useful in making known the requirements of farmers and orchardists, and with the ever-increasing area of land under cultivation there is a similar increase in the number of workers for whom openings are available.

During the year ending June 30, 1911, there were in Perth alone, according to the report, 2,400 employers who made application to the bureau for men, the number

applied for being 5,287. In the Women's Branch there were 1,439 applications for 2,374 women to act in various domestic capacities. There were also 7,431 direct applications for work from men and 1,183 from women. Positions were found for 6,476 men and 1,577 women. These figures, which relate to Perth alone, are repeated in, of course, smaller degree throughout the State, and give more than sufficient proof of the usefulness of the bureau and the assistance it renders in preventing the growth of those difficult unemployed problems that are so prominent a factor in the life of the larger communities of the Eastern States.

### FISHERIES DEPARTMENT.

The Chief Inspector of Fisheries is Mr. Frederick Aldrich, who is charged with all matters relating to fisheries and fishing generally, and also with the administration of the Acts relating to the pearl fisheries, which form one of the most important sources of the Western Australian export trade. He is assisted by inspectors stationed at Bunbury, Fremantle, Mandurah, Swan, and Albany, whilst the police officers in various districts are also expected to give whatever assistance they may be able to render.

The average quantity of fish caught for sale during any year is about 1,500 tons, but this gives little or no indication of what could be done under favourable circumstances. In addition to this quantity we find that some £70,000 is sent away from the State to pay for imported fish. It is evident, therefore, that with the opportunities available there is a large field in the direction of fish-preserving works open to the investment of capital. The department, however, is not so much concerned with that question as with taking every precaution for the protection of young fish and for preventing unsound or unsuitable fish from being foisted upon

the market. Doubtless it is doing all that can be done in those directions, but when the great profusion of fish with which Western Australian waters are teeming is considered, there certainly ought to be some means available for assuring to the general public a cheap and satisfactory supply. In this direction alone the industry is worth fostering, and the Fisheries Department can render yeoman service to the people of the State. The value of fish as a food has been repeatedly demonstrated, and no combination should be allowed to control the public supply.

The important work performed by the department in regard to the pearl-shell fisheries may be gauged from the fact that during the past decade shell to the value of over £1,000,000 has been exported from the State. This means the existence of a large industry, but one which, if not placed under proper restrictions, may easily be worked out. In the interests of the future, therefore, the Chief Inspector is called upon to exercise supervision, and when the character of some of those engaged in pearling is taken into consideration, the task is by no means a light one.



One phase that is causing some anxiety is the restriction placed by the Commonwealth upon the employment of coloured labour. While concerned only with carrying out the law, the Chief Inspector cannot

help expressing the fear that it may lead to the transference of a great number of workers to some port outside territorial waters, and so deprive the State of one of its industries.

### REGISTRAR OF FRIENDLY SOCIETIES.

The Registrar of Friendly Societies (Mr. S. Bennett, A.I.A.) is charged with the administration and control of matters relating to societies registered under The Friendly Societies Act 1863, The Benefit Building Societies Act 1894, The Co-operative and Provident Societies Act 1903, The Workers' Compensation Act 1902, and The Truck Act 1899. In addition Mr. Bennett fills the office of Government Actuary, and is entrusted with the registration of industrial unions, under the Industrial Conciliation and Arbitration Act 1902.

From the annual returns issued from the office we learn that there are seventeen Friendly Societies, having amongst them 262 branches existing in the State. The number of benefit members stands at 16,397, their annual payments being £47,219, whilst during the latest year for which accurate figures are at present available £29,627 was expended in relief to members. The total funds amount to £158,567, of which £155,759 stands to the credit of the Sick and Funeral Fund.

At the end of June, 1911, there were twelve Building Societies—six permanent and six terminating—in operation in Western Australia, with assets amounting in the aggregate to £128,957. The oldest of these societies is the Perth Benefit, Building, Investment, and Loan Society, which was established in 1862, and remained alone until 1875, when the Fremantle Society was formed. Of the terminating societies the whole six are established on the Starr-Bowkett plan, and all are operating within the metropolitan area.

From time to time we read of historic Old World buildings, which after having for hundreds of years served the purpose of prisons, have been turned into museums and places for sightseers. Though lacking the hoariness of age, Western Australia's first large prison has been turned to the same peaceful purpose. The large gaol erected in Beaufort Street, Perth, during the fifties has been turned into a museum, and by alteration has lost many of its prison-like features. Where so recently ago as the early seventies public executions took place, now a lordly pile of buildings to house the Public Library and Museum of the State are to be found.

The only large prison existing in Western Australia is that at Fremantle, which was erected by the convicts themselves in the old convict days, and which though far from being a thing of beauty exhibits every indication of that great strength necessary to hold the type of

The Co-operative and Provident Societies Act 1903 has not so far been greatly availed of in Western Australia. It provides for the registration of societies carrying on any lawful industries, businesses, or trades, specified in or authorized by the rules, whether wholesale or retail, and including dealings of any description in land, but no member may have claim or interest in the shares of any society beyond the amount of £200. Only eight societies, according to Mr. Bennett's report, remained upon the register, and of these two were in liquidation and two were in process of being wound up by order of the Court.

Under the Workers' Compensation Act 1902, the Registrar may, after taking steps to ascertain the views of the employers and workers, certify that any scheme of compensation, benefit, or insurance for the workers, whether or not any such scheme includes other employers and their workers, is on the whole not less favourable to the general body of workers and their dependents than the provisions of the Act. Since the commencement of the Act only two schemes have required to be certified.

For conciliation and arbitration matters a special officer, Mr. T. F. Davies, Clerk of the Arbitration Court, has been appointed. This officer, whose special duty it is to see to all matters relating to the proper placing of disputes between employers and employes before the Court, acts under the general direction of the Registrar, to whom all matters relating to the registration of unions are referred.

### GAOLS.

criminal popularly supposed to be embraced by the term convict. From time to time the gaol has been added to and old parts modernized. It is capable of holding some 700 prisoners, but for the credit of Western Australia it may be said is rarely filled. All prisoners sentenced to long terms of imprisonment are incarcerated there, the other gaols existing in various centres of the State being more in the nature of detention houses.

The prison system is under the control of the Comptroller-General of Prisons, an office at present vacant through the retirement of Mr. Oct. Burt. Some time ago the question of prison administration generally was raised, and the Government of the day decided to secure the services of a recognized expert to report fully upon it.

The action taken and the results that have followed are admirably summed up in the report of the Deputy-

Comptroller which has just been issued, which we reprint almost in full:—

"Captain Pennefather, Comptroller-General of Prisons of Queensland, was appointed a Royal Commissioner to inquire into the administration of Fremantle Prison, and submitted his report in April, 1911, which was dealt with by the then Colonial Secretary (Hon. J. D. Connolly), by whom instructions were issued to give effect to the majority of the recommendations. These you have since confirmed.

"Simultaneously Mr. H. Hann, an officer of much experience, was appointed as Superintendent, *vice* Mr. W. A. George, retired—and, it is regretted, now deceased.

"The Royal Commissioner's report provided an excellent basis for reform, and the advent of a new Superintendent offered favourable opportunity for effecting those recommendations. The change of Ministry, and later the retirement of Mr. Burt, involved of necessity some temporary delay.

"The first reform instigated by the present Administration was in the direction of constituting 'Boards of Inquiry' to deal with charges against officers. The first case dealt with—an appeal against a decision under the old regime—has confirmed the wisdom of providing such a board.

"Under the new regulation any officer-in-charge has power to inflict punishment, not exceeding £1 fine for breach of Prison Regulations—with right of appeal to the Comptroller-General—but if in the opinion of the Comptroller-General the charge merits heavier punishment, the case is referred to a board of three, one each being nominated by the Minister and the Comptroller-General and the third being an elected representative from the staff—the latter not being a party interested in the case.

"The regulations have also been amended to provide for a code of procedure in making charges against officers, which must result in greater satisfaction both to the administration and the officer.

"An eight-hour day has been conceded to the Fremantle Prison Staff. It is believed that this is the first State in Australia to adopt this principle, and its inauguration is the more satisfactory in view of the Royal Commissioner's statement: 'I fail to see how it can be put into operation unless additional officers are appointed.' The staff will be reduced.

"The eight-hour day excludes 'reserve duty,' which requires one warder's attendance nightly in case of an emergent call—but before this report is in print the necessity of the reserve warder being in nightly attendance will probably not exist. Taking into consideration warders' privileges—such as long service leave—which are not adopted in an eight-hour day principle, the staff does not work for eight hours a day in a six-day week.

"There have been other recent alterations respecting the staff which should make for contentment—such as liberalizing the scale of uniform, making warders' quarters more habitable, the revolving among the staff (below the rank of senior warder) of all duties (this, however, does not apply to the hospital and cook-house warders), the adoption of an annual leave roster, allowance for time travelling to and from out-station when taking leave, and other concessions of a minor, though necessary, character.

"The staff has not overlooked the prevailing demand for increased remuneration on account of the change in the cost of living. A Departmental Board or Committee of Advice has been deputed to investigate and make recommendations in this regard. When this work is completed, the staff should be thoroughly contented and the Government should receive a maximum of efficiency.

"*'Mark System.'*—Principal among the reforms in respect to the treatment of prisoners is the adoption of the 'Mark System.' This is by no means a novel treatment, and therefore not experimental.

"Hitherto remissions were granted on a system graded on sentence, with provision for extraordinary remission, such as saving life or property, assisting gaol officers, chorister, noxious or dangerous work. Remissions were subject to forfeiture by a visiting Justice on a prisoner being found guilty of an offence.

"The 'Mark System' removes any semblance of favouritism or anomaly in adjudication, features which prisoners are prone to ponder and foster imaginary grievances. Under the 'Mark System' each prisoner daily works out his own remission automatically. He realizes that good conduct is not alone a factor in his early discharge, but *industry* is a primary feature, so the system tends to inculcate habits of industry, which, when rooted, form an excellent basis of reformation.

"The supervising warders who are charged with the withholding of marks are necessarily compelled to watch their charges closely, and any prisoner failing to secure full marks for three successive days is brought before the Superintendent. It will thus be seen that the system has also the effect of bringing the administration into very close touch with prisoners.

"Under this system prisoners may earn a maximum remission equalling one-quarter of their sentence, which is more liberal than before to the short-sentenced prisoner—but not so favourable to the very long sentenced.

"Prisoners earning full marks in any one week are accorded other privileges, such as the purchase of fruit, eggs, butter, tobacco, etc.

"Each prisoner is supplied with a card in his cell, showing daily his marks earned towards remission, and also the amount of gratuity earned and the disbursements made on his behalf.

*Separate Treatment.*—Hitherto prisoners (not being first offenders) sentenced to six months' hard labour and upwards were required to undergo separate treatment for three months. This treatment has now been applied to all prisoners (excepting inebriates) and graded on the number of the prisoner's convictions, and ranging from one to a maximum of three months. The daily hours of exercise have been considerably increased, and the barbarous 'cage' treatment of exercise abolished.

*Female Section of Prison.*—It is difficult indeed to expect any reformatory result—even if the class of habitués permitted—under prevailing conditions. The structural environment is harsh to a degree, and there is little, if anything, to tend to the moral elevation of the prisoners.

The females have now been provided with work more in keeping with their sex, such as sock-knitting, dressmaking, and laundry work. They dine (if well behaved) at a common table, are provided with more comfortable and suitable clothing, and are permitted suitable games during recreation time.

It is proposed to prepare a series of garden plots wherein female prisoners may take an interest, and which will also tend to improve the environment of the establishment.

Visits to the Female Prison exemplify the inutility of imprisoning the inebriate for short sentences. Experience suggests that the system is worse than useless—it is harmful. The short sentence merely affords a means of recuperation, and the prisoner goes out of the prison gate physically fortified for further depredation. The Home of the Good Shepherd and the Salvation Army authorities, which have done much to assist the administration, have been approached with a view of accepting for treatment this unfortunate class of women, and it is hoped shortly to declare certain portions of those institutions as prisons, where female inebriates can be given reformatory opportunities.

*Classification of Prisoners.*—It is most difficult to adopt an efficient scheme of classification where there is practically only one 'general' prison in the State—and the prisoners are comparatively few. This difficulty will be largely overcome by the proposal to utilize prison labour for reforestation purposes, and also by utilization of such at Rottneet Island during the winter months.

*General.*—Much good work is being done in a quiet way for prisoners on discharge, particularly by the chaplains, the Home of the Good Shepherd, and the Salvation Army. Successful measures have also been adopted departmentally in this direction.

The religious services have been extended to permit the Salvation Army holding a weekly meeting.

Endeavour will be made to provide a monthly form of entertainment, such as lectures, for well-behaved prisoners.

The Home Secretary only recently adopted a system of technical education by correspondence in the English prisons for long-sentenced prisoners. The experiment is of too recent origin to judge its actual results, but if for no other reason than its tendency to inculcate studious and industrious habits it must result in moral gain. The Minister's approval in a similar direction has been obtained.

Efforts are being made to reduce the cost of maintenance at outstation gaols. In certain localities the whole-time services of a gaoler are unwarranted. The Acting-Commissioner of Police has given his assurance of co-operation in the direction of working such gaols with the assistance of his constabulary.

The foregoing shows clearly the advances being made in prison administration and the treatment of prisoners, and though the gaol is not yet that happy home which some humanitarians appear to think it should be, it is now a place where punishment is tempered with mercy and inducements are held out to reform.

## HARBOUR AND LIGHT.

The Superintendent of Harbours and Lights and Chief Harbourmaster is Captain C. J. Irvine, while Captain A. C. Butcher is Shippingmaster at Fremantle, and Captain Butcher Engineering Surveyor under the Navigation Act as well as an Inspector under the Machinery Act. Captain F. Winzar is Harbourmaster at Albany, and Captain J. G. Abrahamson

at Bunbury. As the name implies, this sub-department is charged with the oversight of harbours and lights round the coast and with the pilot service. At Fremantle and Bunbury, both of which are busy ports, the task of controlling the shipping is no sinecure, but one which demands tact almost as much as expert knowledge.

## IMMIGRATION OFFICE AND TOURIST AGENCY.

When the marvellous caves of the South-West were first opened to the public, the management and control of them was vested in a Caves Board appointed by the Government, of which Mr. E. Robinson was Secretary. This Board spent a great deal of time and money in

making the caves easily accessible and in providing means by which they could be visited with the least possible waste of time. It remained in existence until some three years ago, when the Government decided to combine with the caves the question of tourist require-

ments generally, and bring the whole under the Colonial Secretary as a branch of his department. As immigration was at that time also demanding greater attention than had previously been paid to it, and the necessity for organizing a branch to deal with it was becoming apparent, the Government arranged to constitute an Immigration, Tourist, and General Information Office, which should take charge of these various matters. The branch was placed in the charge of Mr. A. O. Neville, one of the senior officers of the department, and the area of influence considerably extended. Recently a

further change has been made by the creation of a new branch of the Treasury to deal with State hotels, etc. The tourist side of the Immigration Office has been transferred to this new branch, which has been placed under the charge of Mr. Geo. Emery, formerly Accountant in the Mines Department. All matters relating to immigration still remain under Mr. Neville, and judging by the active policy being pursued by the Government in that direction, they will give sufficient occupation for a very progressive branch of the Public Service of Western Australia.

### OBSERVATORY.

The beginnings of observatory work in Western Australia date back to the close of 1875, when the Surveyor-General of that time, Sir Malcolm Fraser, established a meteorological station, fitted with first-class instruments, in connection with his department. Other stations were from time to time added, and gradually something in the direction of complete meteorological data began to be collected throughout the colony.

It was not until 1896 that steps were taken to build an astronomical observatory. By that year the expansion of the colony had reached such a stage that the Premier of the day, Sir John Forrest, felt the time had arrived when Western Australia should look beyond the mere utilitarian and make some small contribution towards the scientific knowledge of the world.

A Government Astronomer, Mr. William Ernest Cooke, M.A., was chosen, and an eminently suitable site for the Observatory selected on Mount Eliza. Whilst the buildings were in course of construction Mr. Cooke was sent to Europe to select equipment of the latest pattern. This consists of an astrographic equatorial of 13-in. aperture, with a 10-in. visual, by Sir Howard Grubb; 6-in. transit circle, by Troughton & Sims; celostat and 8½-in. reflecting telescope; spectroscope; chronograph, fitted with Grubb's control; sidereal and mean time clocks and chronometers; seismograph (Milne's pattern), etc.

The transit-room is of a new pattern, designed by Sir David Gill, Astronomer Royal at the Cape of Good Hope, and constructed by Sir Howard Grubb.

In astronomy the main work consists of this State's contribution to the International Photographic Durchmusterung. The zone of the sky allotted to Perth lies between the parallels of 32° and 40° South declination. The astrograph is used for obtaining two series of photographs, each plate covering a celestial area of 2° square.

For the first series three exposures of six minutes,

three minutes, and twenty seconds respectively are given on the same plate, the telescope being moved very slightly in declination between successive impressions.

The positions of all the stars which give satisfactory images will be measured and published. This publication, in conjunction with a similar one to be issued



THE OBSERVATORY, PERTH.

by seventeen other co-operating observatories, will contain the positions, reduced to January 1, 1900, of all objects in the sky as bright as a star of the 11th magnitude. The second series of plates receive three exposures of half an hour apiece, the telescope being slightly moved between successive impressions, so that the image of each star, when closely examined, consists of three dots forming the points of an equilateral triangle. These plates will not be measured, but it is hoped that they may in time be printed in an enlarged form for distribution

The positions obtainable from these photographs will, of course, be only relative, and in order to make them absolute it is necessary to observe a few stars in each area and obtain their positions by means of the transit circle. For this purpose three stars of a magnitude not less than the ninth are selected in each degree square, and the right ascensions and the declinations of these standard stars are being obtained by observations with the transit circle.

This work has been carried on with a marked degree of success during the past few years, and it is ample refutation of the statements of those who deem the State's money to be ill-invested in astronomical work.

In addition to the purely scientific side, the observatory undertakes a very practical feature in maintaining correct time. The standard clock is regulated to keep true time of the 120th meridian (eight hours ahead of Greenwich), and by means of electric currents performs the following functions:—

1. It drops a time ball at 1 p.m. daily at Fremantle, and at such other hours as may be asked for by commanders of mail steamers.
2. It drops a time ball in Hay Street, not far from the Town Hall clock, which now keeps good time.
3. It controls a public clock at the front gates of the Observatory, immediately opposite the gates of the King's Park.
4. It controls a parent clock at the principal Railway Station, Perth, whence signals are transmitted once a day throughout the Railway Department of the State.
5. It controls two clocks in the telegraph operating-room, Perth, whence signals are daily transmitted to every telegraph station throughout the State.
6. It fires time guns at 1 p.m. daily at Perth and Fremantle.

It has also been Mr. Cooke's custom to publish each month in the newspapers an account, written in popular style, of the astronomical events of the month, and so cater for that large section of the public who, though not possessing accurate scientific knowledge, are anxious to have the various heavenly phenomena explained in language devoid of technicality.

As in all observatories, visitors are admitted on certain nights during the month in order to view those of the heavenly bodies as may be favourably situated for observation. Opportunities are also given for visitation of day parties who desire to view the instruments and have their various uses explained.

Until the Commonwealth decided to take over all meteorological work throughout Australia, meteorology, in the eyes of the general populace, at any rate, formed one of the most useful and interesting features of the work of the Observatory.

Readings of barometer, thermometers, wind, rain, weather, and state of the sea were telegraphed daily not only from all the stations in this State, but from a selected number in other States, and from these a general weather report, a special rainfall report, an isobar map, and a forecast of the probable weather for the next twenty-four hours were prepared. These were all exhibited at several places in both Perth and Fremantle, and the forecast was, in addition, telegraphed to several seaports. A copy of the map and forecast was also presented to the commander of any mailboat which might happen to be in Fremantle at the time of issue.

At present the office of Government Astronomer is vacant, Mr. Cooke having just left Western Australia to take up the duties of Government Astronomer of New South Wales and Professor of Astronomy in Sydney University. The matter of appointing a successor is still under consideration, the position of Acting Astronomer being meanwhile held by Mr. H. B. Curlewis.

### REGISTRAR GENERAL'S OFFICE.

The Registrar-General (Mr. M. A. C. Fraser), who is also Government Statistician, is practically responsible not only for the proper registration of all births, marriages, and deaths, but also for the compilation of all those different statistics that are necessary in the complex life of a modern State.

For the purpose of registering births, marriages, and deaths the State is divided into districts, for each of which there is a District Registrar. These officials forward their returns to the Registrar-General's office, and all records are kept there. The Registrar-General also administers the vaccination regulations, notice of the responsibility of parents in this direction being given when the birth of a child is registered.

Vital statistics are most carefully kept. The population, during the periods between census returns, is computed upon a plan agreed upon at a conference of the Government Statisticians of all the States. The number of arrivals and departures by sea are ascertained, and a percentage added for unrecorded emigration. In the case of immigration and emigration by land, little of which takes place as yet so far as Western Australia is concerned, 10 per cent. is added to each to allow for unrecorded arrivals and departures. To the returns thus secured is added the excess of births over deaths, and a fair approximation of the actual population thus secured. In the case of the Commonwealth Census of 1911 the result was considerably below the

computed population, but in a State where the people are scattered over a large area, as in Western Australia, it is difficult to say which figures are the more accurate, although, of course, the Census returns are treated as official.

As Government Statistician Mr. Fraser is responsible for the collection of all statistics relating to agriculture, trade, and commerce. In the last case, since

the end of the bookkeeping period of the Commonwealth, he deals more particularly with interstate trade concerning which no records are kept by the Federal authorities.

To the average reader statistics are, as a rule, dry and uninteresting; but to the economist, sociologist, and politician no department of State supplies more useful information than that of the Registrar-General.

### PUBLIC GARDENS.

Another branch of the Colonial Secretary's Department is that dealing with the upkeep of the gardens and grounds connected with public buildings, such as Govern-

ment House, the Public Hospital, the Observatory, the Modern School, the Stirling Gardens, and so on. This work is under the direction of Mr. D. Feakes.

**FREDERIC DUDLEY NORTH**, C.M.G., J.P., the Under-Secretary and Permanent Head of the Colonial Secretary's Department of Western Australia, was born at Earl's Court, Kensington, London, on November 9, 1866, and is a son



*Bartolletto, Perth.*  
MR. FREDERIC DUDLEY NORTH.

of Mr. Charles Augustus North. He was educated at Rugby, and while at that famous institution played for the Rugby eleven during two seasons. Leaving the Old Country he took passage for Western Australia, where he arrived in 1886. Joining the Public Service in that year as a clerk in the Lands Department, he soon impressed his superior officers, and after an interval of five years was appointed Clerk to the Executive Council. While carrying out the duties of this office he came favourably under the notice of Sir John Forrest, and shortly afterwards was installed as Secretary to the Honourable the Premier. Mr. North

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continued to act as Secretary for ten years (1891-1901), and in 1902 received promotion to the important post he now occupies. He acted as Aide-de-Camp to Sir W. C. Robinson in 1894 and accompanied Sir John Forrest to England in 1897, when that gentleman represented the State at the celebrations held in connection with Queen Victoria's Diamond Jubilee. At the opening of the first Federal Parliament by His Royal Highness the Duke of Cornwall and York he represented Western Australia in Melbourne as a member of the Royal Reception Committee, which arranged and carried out the innumerable social functions and hospitalities associated with this great national event. While the Commonwealth was still in its swaddling clothes Mr. North had conferred upon him the distinctive honour of C.M.G. (1902). He was elected President of the Civil Service Association four years in succession, and during his leadership (which he resigned only at the beginning of the year) the Association made wonderful strides. He was the first Permanent Head to actively identify himself with the Association. In the realms of sport his name has always occupied a prominent place, and it is recorded that he was the organizer of the first Western Australian Cricket Eleven that visited the Eastern States in 1893. He finds congenial recreation in the pursuit of the royal and ancient game of golf, and the new Cottesloe golf links owe their origin to him. In music he also finds welcome relaxation after the heat and burden of the day. Mr. North was married in 1887 to Flora Frances, daughter of the late Mr. Edward Hammersley, of "Pyrton," Guildford, and has surviving two sons and two daughters. His private residence is "Catlidge," Cottesloe.

**FREDERICK ALDRICH**, Chief Inspector of Fisheries, Perth, was born at La Perouse, near Sydney, in 1873, and received his preliminary education at local schools, with a finishing course at Lake Macquarie and Kogarah. Upon starting in life



*Bartolletto, Perth.*  
MR. FREDERICK ALDRICH.

he took charge of the oyster cultivation leases on St. George River, and subsequently had control of the Redfern fish markets for two years. In March, 1900, he was appointed Inspector of Fisheries in New South Wales, his duties extending over the waters of the southern portion of the State from the Shoalhaven River to the Victorian border. After two years he was transferred to the Port Hacking waters, and twelve months later, when the marine fish hatchery was constructed under the supervision of Mr. H. C. Dannevig, who occupied the post of superintendent of scientific investigations to the New South Wales Fisheries

Department, he was appointed assistant in that branch of the Service, and held this office for three years. At the end of that period Mr. Dannevig received the appointment of Director of the Commonwealth Fisheries and Mr. Aldrich was given charge of the hatching operations, a position he held until taking over the duties of his present appointment in Western Australia.

**SAMUEL BENNETT**, Registrar of Friendly Societies and Government Actuary, Perth, was born on July 19, 1878, at Dronfield, Derbyshire, England. For five years he was educated at the Workington Academy in Cumberland, England, and kept at the head of his section for three years of that time, finally carrying off the honours from the rest of the students. After leaving school he was engaged for six years in the offices of an insurance broker and estate agent, at the end of that time (1900) going to London to take an appointment with a large friendly society as head of the insurance department, where he had control of the investments and insurance work besides the management of accounts. Retaining this post until June, 1909, he came to Western Australia to assume the



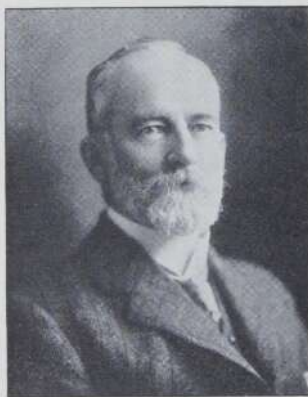
Bartletto, Perth.

MR. SAMUEL BENNETT.

duties of Government Registrar of Friendly Societies and Government Actuary, a position he still holds. Mr. Bennett is an Associate of the Institute of Actuaries and a Fellow of the Royal Statistical Society. He

is also a member of the Masonic craft, being Secretary to the St. George Lodge of Freemasons, No. 6, W. A. C., Perth.

**OCTAVIUS BURT**, I.S.O., J.P., is the eighth son of the late Sir Archibald Paull Burt, first Chief Justice of Western Australia. He was born at St. Kitts, in the West Indies, on December 14, 1849, and at the age of eleven years came to Western Australia with his father, who settled in Perth. His scholastic training was carried on at Bishops College, now the High School, Perth, and at the age of twenty he joined the Imperial service in a



Bartletto, Perth.

MR. OCTAVIUS BURT.

clerical capacity. A few months later, in December, 1869, he became an officer of the National Bank, and continued in this connection for over two years, at the end of which period he was appointed clerk in the office of Mr. (afterwards Sir) Frederick Weld, at that time Governor of Western Australia. Subsequently Mr. Burt occupied the post of Private Secretary to the Governor and clerk to the Executive Council, which offices he also held under Sir William Robinson and in other administrations. He was appointed in June, 1877, a member of a Central Commission in connection with the Paris Universal Exhibition of 1878, and in the latter year accepted an appointment as chief clerk in the Lands and Survey Office, two years later being

appointed Resident Magistrate in Toodyay district. While still occupying this office he was recalled to Perth to act as Assistant Colonial Secretary in 1885, and in the following year returned to Toodyay. In 1887, after a brief period spent at York as Resident Magistrate, Mr. Burt was reappointed Assistant Colonial Secretary, and in 1890 was Acting Colonial Secretary, and served as a member of the Executive Council, with a seat in the Legislative Council. Upon the introduction of responsible government he became Under-Secretary for the State. In February, 1898, he proceeded to London to relieve the secretary engaged in the Agent-General's office, and after an absence of 16 months returned to Western Australia and resumed the duties of Under-Secretary. In 1901 he accepted the position of Sheriff and Comptroller of Prisons, and continued to hold this post until his retirement from the service, early in 1912. He also filled the office of Deputy-Marshal of the High Court of Australia. Mr. Burt, who in 1903 was created a Companion of the Imperial Service Order, for fifteen years held the position of Chief Electoral Officer of the State in addition to his other offices. He had charge of the arrangements in connection with the referendum relating to Federation, and the first Federal elections. He is a member of the Synod, the Diocesan Council, and the Cathedral Chapter of the Church of England. As a volunteer he passed through the various branches of service in connection with the Imperial Army in this State. He has always been an advocate of all forms of outdoor sport, and has especially interested himself in aquatics. In 1877 Mr. Burt married a daughter of the late Mr. Gustavus E. C. Hare, then Government Resident at Albany, and has two daughters.

**JOSEPH ROBERT CAMPBELL**, accountant in the Colonial Secretary's Department of Western Australia, is the second son of Lieutenant-Colonel J. A. Campbell, late of the Queen's Own Cameron Highlanders and of the Commonwealth defence forces. He was born at Newport, Isle of Wight, on December 7, 1874, and was educated at his native town, Glasgow, Edinburgh, Gibraltar, and at the Perth High

School, after which he followed banking and mercantile pursuits for thirteen years, including two years on the Coolgardie goldfields in the "early nineties." He was the first Secretary to the Health Department 1900-4, and was transferred to the Colonial Secretary's Department to



*Bartletto,*

*Perth.*

MR. JOSEPH ROBERT CAMPBELL.

institute a system of centralization of the accounting of its various sub-departments, including aboriginals, charities, electoral, fisheries, friendly societies, gaols, harbour and light, immigration, lunacy, medical, observatory, police, public health, public gardens, and registry. He was appointed a special officer under the Treasury in 1904 to unravel the accounts connected with the Western Australian contingents in South Africa, and was subsequently sent in 1907 to the War Office, London, to effect a settlement with the Imperial Government, which was satisfactorily concluded within six months. For this service he received the congratulations of the Agent-General and substantial recognition from the Government. In 1906 he was appointed a member of a special board to advise the Government as to an effective system of accounting in the Lands Department. Mr. Campbell is an Associate of the Institute of Accountants and Auditors of Western Australia and for a number of years was a member of its Council. He was married at Colombo in 1908 to a daughter of Mr. James Warman, the issue being two sons.

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MALCOLM ALEXANDER CLEMENT FRASER, F.R.G.S., F.S.S., J.P., Registrar-General and Government Statistician, was born at Uttoxeter, Staffordshire, England, on February 3, 1857, and is a son of the late Rev. William Fraser, D.C.L., Vicar of Alton, and a grandson of Clement John Sneyd-Kynnersley, of Loxley Park, Staffordshire. Educated at King Edward's School, Bromsgrove, Worcestershire, he emigrated to Western Australia in 1876, and joined the Civil Service as probation clerk in the Colonial Secretary's Department in April of that year. Two months later he entered the Lands and Survey Department as second clerk, and was also placed in charge of the meteorological observations and records, which latter work he retained until 1896. On promotion he returned to his former department in August, 1877. He next filled the appointment of clerk and Assistant Private Secretary to His Excellency the Governor, Major-General Sir H. St. George Ord, R.E., K.C.M.G., C.B., in July, 1878, and was also Assistant clerk to the Executive Council. In April, 1880, he was appointed clerk to Governor Sir W. C. F. Robinson, K.C.M.G., and in January, 1881, corresponding clerk in the Colonial Secretary's Office. Mr. Fraser became Registrar-General in 1891, and he was also given charge of the departments controlling brands, patents, and trade-marks. At Sydney in January, 1900, he represented the Government of Western Australia at the Conference held to arrange for a uniform census of Australia, having previously (October, 1899) been appointed Superintendent of Census for Western Australia, and in 1901 the duties of Government Statistician were added to his responsibilities. He represented Western Australia at a Conference of Statisticians convened at Hobart in January, 1902, to arrange for uniformity in the collection and compilation of statistics throughout the Commonwealth. He holds a commission from the Governor-General as Royal Commissioner for Commonwealth electoral distribution for the State of Western Australia. He is the author of the "Official Year-Book of Western Australia," "Natural History Notes of Western Australia," and of various other official publications, and holds the commission of Justice of the Peace for the whole State. In December,

1883, he married Mina Eliza, daughter of the late Sir Archibald Paull Burt, some-time Chief Justice of Western Australia. He resides at "Strath-Erick," South Perth.

CHARLES FREDERICK GALE, Chief Inspector of Fisheries and Chief Protector of Aborigines, is a well-known figure in the Civil Service of the State. He is a native of Western Australia, having been born at Geraldton in November, 1860. While yet a lad he was taken to the Old Country, and received his early education at the Bedford Commercial School, and finished his scholastic career at Bishops College, Perth, Western Australia. In the early eighties he entered into squatting pursuits on the Gascoyne River, being one of the pioneers of the pastoral industry in that district. His initiative in this direction, however, was doomed to failure owing in large measure to dry seasons, and about the time of the discoveries of the Pilbara goldfields he disposed of his pastoral interests and set out in quest of the precious metal. Eventually, in June, 1893, he joined the Government Service as Inspector of Stock, and after filling this position for a number of years he was appointed



*Bartletto,*

*Perth.*

MR. CHARLES FREDERICK GALE.

Inspector of Pearl Shell Fisheries at Shark Bay. This was in 1897, and two years later he was transferred to Perth as Chief Inspector of Fisheries. In 1908 the offices of the Aborigines and Fisheries were



amalgamated and Mr. Gale was appointed chief of the combined departments, a post he has held ever since. He is a Justice of the Peace for Western Australia, was for several years a committee-man of the Western Australian Turf Club, and is an active supporter of all forms of sport.

HUGH HANN, J.P., Superintendent of Fremantle Gaol, is a son of the late Mr. Hugh Hann, artist, of Somerset, England, in which county he was born on February 14,



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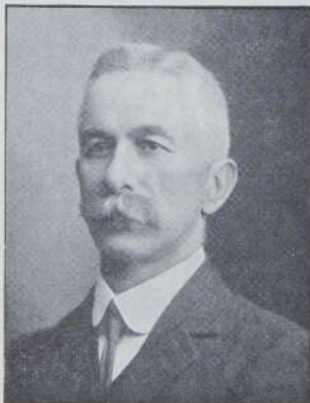
Perth.

MR. HUGH HANN.

1862. He received his education in the world's metropolis, and upon the conclusion of his studies for several years was identified with various walks of life. Eventually, in 1881, he joined the Royal Artillery Regiment and proceeded with his battery to India, where he was stationed in various parts of the country for eight years, returning to England in 1890. Mr. Hann retired from the service in the following year, and shortly afterwards became connected with the penal service of the Imperial Government at Wormwood Scrubs, London. He was engaged in the clerical department in the Manchester and Ruthin Prisons, and having qualified for the governorship accepted an appointment at Sierra Leone, where he remained from 1900 to 1906 as head of the Prison Department. While filling this post he was granted a commission of Justice of the Peace for the colony, and also held the position of acting head of the police force and

sheriff. He was responsible for the formation of the Sierra Leone Fire Brigade, and acted in the capacity of captain of this body. In 1906 he was offered the appointment of Superintendent of Prisons at Ceylon, and entered upon his duties at the close of that year. During his term of service he was resident at Kandy for two years as Superintendent of Prison there, and subsequently proceeded to Colombo to fill the office of Inspector-General of Prisons for Ceylon, in the absence of Major de Wilton, Superintendent of Convict Establishments at Mutwal, Maharra, and Colombo. In 1911 Mr. Hann was appointed Superintendent of Prisons at Fremantle and Rottnest, which post he still retains. He is chief adviser in all matters pertaining to prison management, and since his arrival has been gazetted Justice of the Peace for the Fremantle magisterial district. Mr. Hann is a member of the Fremantle Club and is an adherent of the Order of Freemasonry. He married Nalder, daughter of Mr. E. Osborn, of Berks, England, and has three sons.

JAMES LONGMORE, J.P., Superintendent of Public Charities, Secretary of State Children's Department, and Superintendent of Government Labour Bureau, was born in



Bartletto,

Perth.

MR. JAMES LONGMORE.

November, 1856, at Aberdeen, Scotland. He was educated in the public and high schools, Aberdeen, and was trained to the scholastic profession. He had charge in his early life of the education of the well-known Old

Mill Reformatory at Aberdeen and also a somewhat similar institution at Newcastle-on-Tyne. For five years he was Superintendent of the Certified Industrial School at Dumfries, Scotland, and while there was selected by the Tasmanian Government as Superintendent of a newly-established Training School for boys at Hobart. Here he remained for twelve years, and at the end of this time returned to London, where shortly afterwards he was appointed by the late Dr. Barnardo in charge of his Central Homes, Stepney, London. In the following year the Agent-General of Western Australia, Sir Malcolm Fraser, selected him to fill the position of Superintendent of Charities and Inspector of Charitable Institutions and Industrial Schools of Western Australia. Accordingly he set out for the Antipodes in the latter part of the same year, and was formally installed in the position which he now holds. The various literary societies of Perth have always received his heartiest support, and for some years he has been President of the Perth Literary Institute, until lately known by the name of the Swan River Mechanics' Institute, an institution which provides facilities for those of limited means to have access to all the best classical as well as modern literature. Mr. Longmore is possessed of the Scotch faculty of economic management, so necessary in connection with benevolent institutions, and at the same time has that rare quality of sympathy with the unfortunate which makes him particularly well fitted to fill the position he occupies. In Western Australia the obligation to provide for the helpless indigent, both young and old, is fully recognized, and the State is to be congratulated on securing the services of a gentleman with the necessary experience and qualities of character which make him pre-eminently the "right man in the right place." In connection with the Labour Bureau Mr. Longmore is, in his own unostentatious way, doing good work for the State, bringing together those seeking employment and those having employment to offer, without cost to either side. Two years ago he was gazetted a Justice of the Peace for Western Australia.

DUNCAN BERESFORD ORD, formerly Chief Clerk to the Colonial Secretary's Department, is a son

of the late Captain A. R. Ord (who earned distinction during the Indian mutiny and the New Zealand war), and a nephew of Major-General Sir Harry St. George Ord, R.E., G.C.M.G., C.B., a former Governor of Western Australia. Born at Aldershot, the military centre of England, on July 27, 1860, he was educated at the Brentwood and Bury St. Edmunds Grammar Schools. Having come to the decision to go abroad he took passage for Western Australia, where he arrived in December of 1881. The beginning of the new year saw him installed as a junior in the Crown Lands Department, and before twelve months had elapsed he was promoted to a post in the Treasury, where he continued until early in 1883. About that time large areas of land were taken up which had been discovered by the late Mr. Alexander Forrest in the Kimberley district. This led to a big influx of settlers, and the Government deeming it advisable to appoint a Government Resident selected Mr. R. Fairbairn, until recently Resident Magistrate at Fremantle, to fill the position, and Mr. Ord accompanied that gentleman to the newly-formed centre as clerk to magistrates, etc. After twelve months he received promotion which necessitated his return to Perth, and in 1887 was chosen as clerk to the Governor, Sir Frederick Napier Broome, with whom he continued for three years. He acted as Private Secretary to Sir W. C. F. Robinson during his administration (1890-5), and for two years was clerk to his successor, Sir Gerard Smith, K.C.M.G., subsequently becoming Private Secretary to that gentleman until the time of his return to England toward the end of 1900. Mr. Ord was then appointed to the position of Chief Clerk in the Colonial Secretary's Department, from which office he retired early in 1912. Mr. Ord is a well-known figure in sporting

circles, and during his lifetime he has taken part in almost every known form of athletics, among them being football, lawn tennis, yachting, rowing, and golf. He revels in those strenuous sports which demand both pluck and muscle, and during his association with Government House he was pro-



Bartlett,

Perth.

MR. DUNCAN BERESFORD ORD.

minently to the fore in paperchases on horseback, and from its inception was an enthusiastic member of the Polo Club. Mr. Ord is a member of the Masonic craft and of the Weld Club.

WILHELM SIEBENHAAR, Deputy Registrar - General and Deputy Government Statistician, Perth, was born on July 28, 1863, at the Hague, Holland, and educated in his native place, matriculating at the Delft University in 1882. He then took up the study of philology and literature for two years, and in 1884 went to England, where he became engaged in teaching in

various private schools for the next six years. In the year 1891, when the attention of the world was directed toward the West by the wonderful gold discoveries, Mr. Siebenhaar migrated to Western Australia, believing that there would be greater scope for his ambition in a new land. For a year after landing in the State he was occupied in teaching at the Perth Grammar School, afterwards entering the Government Service as clerk in the Land Titles Office, where he remained until 1895, when he was transferred to the Registrar-General's Department as statistical clerk and sub-editor of the "Western Australian Year-Book." Mr. Siebenhaar fulfilled the duties appertaining to this position until October, 1906, when he was appointed to the post of compiler of statistics, receiving promotion to his present office in 1908. He has always been a devoted student of the best literature, and derives keen pleasure from the perusal of the works of the masters of the pen, both past and present. Quite recently Mr. Siebenhaar caused a considerable stir in literary circles by the publication in book form of a finely-worded poem described as a lyrical romance in verse, and entitled "Dorothea," a work of great merit. He has also contributed to various English, French, Dutch, and local papers, and is well known as the translator of that portion of Pelsart's journal relating to the wreck of the "Batavia" on the Abrolhos, a revised edition of which work he has but recently prepared. In the near future it is his intention to publish a novel from his own pen, which has already received the favourable commendation of the reader of the Authors' Society to whom it had been submitted. In 1899 he married Lydia Bruce Everard, third daughter of Mr. Nathaniel Dixon, F.S.A.A. (since deceased), of London.

### HOSPITAL FOR THE INSANE.

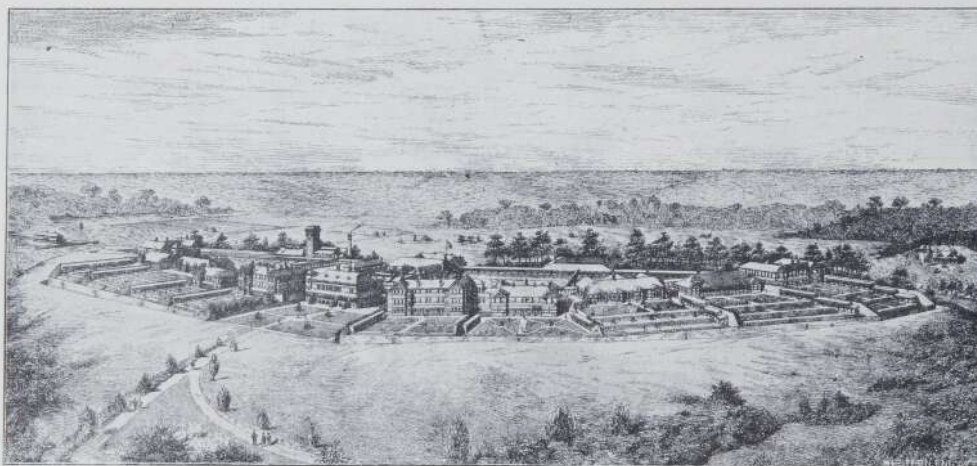
Of recent years the treatment of mental diseases has undergone considerable change. More enlightened methods have been adopted and greater care paid to sufferers. In this, one of the most difficult problems of modern life, Western Australia can claim to be well in the forefront, and to possess an institution which evokes the admiration of those qualified to express an opinion.

The original lunatic asylum, as it was then called, was erected at Fremantle in the old convict days to accommodate those unfortunates whose mental balance penal methods, debauchery, or other causes had destroyed. With the growth of the colony under responsible government it was felt that better quarters should be secured for the inmates, so that under more pleasant

surroundings they might have every opportunity of recovery. A large area of land at Whitby Falls was secured and some of the patients removed there. The next step was to get rid of the old habitat at Fremantle and secure a more suitable location. The place chosen was Claremont. There some 400 acres of ground were set aside for the purpose, and on the site has been erected an institution on the most approved medical lines. The plans were prepared by the Government Architect, under the instructions and with the advice of Dr. S. H. Montgomery, the Inspector-General of the Insane, an authority of more than local fame in the treatment of insanity. The cost of the buildings, which works out at about £200 per bed, compares very favourably with that of similar structures in other parts of the world. Our description of the Hospital is taken from a recent issue of *The Western Mail*, which gives

this building is the store, with a large arcade between. Immediately behind the store is the kitchen, and on one side of the kitchen are the attendants' quarters and on the other the nurses' quarters. Behind the kitchen is the main dining hall, which is capable of seating about 350 patients for meals. All entertainments are given in this hall, and for this purpose a large stage has been provided. There are five male and three female wards, and at present a fourth female ward is in course of erection. The wards are arranged in a half-moon shape with the main dining hall as the centre of the half-moon. The male patients are classified according to their mental condition, and are placed in one or other of the following wards:—(1) Quiet and chronic, (2) recent and acute, (3) sick and infirm, (4) epileptics, (5) noisy and violent. A similar system obtains on the female side.

"About half a mile away from the main hospital is



HOSPITAL FOR THE INSANE, CLAREMONT.

an excellent idea not only of the actual buildings themselves, but also of the manner in which they are adapted for the treatment of various classes of patients:—

"The buildings are substantially built of brick and sandstone with slate roofs, and are connected with each other by covered ways. Their exterior is plain, no money having been spent in unnecessary ornamentation, but no expense has been spared in providing for the comfort of the patients, more especially as regards up-to-date baths, lavatories, etc. The sewage system is self-contained, and is carried out by means of two septic tanks with automatic distributors.

"After passing through the main gates the visitor ascends by a steady gradient till he reaches the administrative block. In this building are the doctors' offices, dispensary, male and female visiting-rooms, etc. Behind

another large block of four wards with its own kitchen, dining-room, etc., capable of holding 150 patients, and in this are housed quiet and harmless patients who work in the farm and gardens. The whole of the institution is lit with electric light, generated by two internal combustion suction gas-engines and accumulators. Two large locally-built boilers produce the steam required for bathing, cooking, and the laundry, but the steam is not used as a motive power, as all machines are driven electrically. All bread consumed at the Hospital is baked on the premises. The laundry has all the latest washing machines, and the kitchen is equally well equipped with a modern plant.

"The Hospital draws its water supply from its own artesian bore, which has been sunk 1,800 ft., and which gives a water supply of 750,000 gallons per day with a

40-ft. pressure at the bore head. This pressure serves to irrigate the various foddere grown on the farm and the lower-lying portions of the ground, but is insufficient to supply water to the Hospital, so two electrically-driven pumps force the water into tanks in the water-tower, which is such a prominent feature of the institution when viewed from a distance. The Hospital grounds have an extent of 400 acres, the greater portion of which is devoted to farming. At present sixty-five cows are milked daily, and the Hospital is supplying the various hospitals of Perth and Fremantle with milk. The grounds have been laid out in lawns, flower-beds, orchards, etc., and practically all this work is being done by the patients. The system in vogue of employing patients in outside work is not only profitable to the institution, but acts beneficially on the patients themselves towards their recovery. At the present time about 130 male patients are employed on the farm grounds and also on the cricket oval, which is now nearing completion.

"One feature of the administration is the establishment of what is called the 'detached ward,' where about thirty patients, who are good farm workers, are located. The doors of this ward are not locked day or night, and the patients can go in and out as freely as if they were in a private house, the only restrictions being that they must be inside by 10 p.m. and must give their word not to leave the grounds without permission. This idea is a considerable advance on what obtains in most places, and has been found to work admirably.

"In the wards themselves all appearances of restraint which are so prominent in old institutions have been abolished. There are no such things as iron bars, etc., over the windows, and seclusion, etc., have been cut down to a minimum. The airing courts have been nicely laid out with paths, lawns, etc., and a prominent feature is the

SYDNEY HAMILTON ROWAN MONTGOMERY, M.B., Ch.B., Royal University of Ireland, Inspector-General for the Insane, was born at Belfast on October 25, 1870, and is a son of the late Rev. Robert Montgomery, of that city. He received his early education at the Royal Academical Institution, Belfast, and at Queen's College in the same town, subsequently graduating in medicine at the Royal University of Ireland. After receiving his diploma he went as medical officer on board the "City of Agra," a vessel running to Calcutta, and continued for two years on this boat, which subsequently was lost with all her living freight. Upon relinquishing this post Dr. Montgomery spent a year in Dorset as medical assistant to Dr. Robinson,

when, desiring to gain experience in the subject in which he has specialized, he joined the staff of the Nottingham City Asylum for the Insane, under Dr. Powell. While there he had on many occasions the privilege of meeting the celebrated architect, Mr. Hine, who designed many noted asylums, and who at present is consulting architect to the Lunacy Commissioners in England, and of gaining from him much valuable information with regard to the planning of hospitals for the insane. Rising to the position of Deputy-Superintendent and Senior Assistant in this Institution Dr. Montgomery in 1901 was offered the appointment of Superintendent of the old Fremantle Asylum, Western Australia, by the Lunacy Commissioners who had been asked by the Western Aus-

sian Government of the day to choose a man with special knowledge of the most approved designs for asylums, as the building at Fremantle was out of date, and it had been decided to reconstruct it on the most modern lines. This offer was accepted by Dr. Montgomery, who spent the first twelve months after his arrival in a much-needed reorganization of the service under Dr. Lovegrove, who was then Principal Medical Officer of Western Australia, and in drawing out plans for the present fine building at Claremont in conjunction with Mr. Grainger, Government Chief Architect, now in practice in Melbourne, and who has some national works to his credit. In order to equip himself the more efficiently for his task Dr. Montgomery travelled with Mr. Grainger

sinking of the end wall of all airing courts so that the patients have an unrestricted view of the surrounding country, and the impression that they are being confined by four walls is considerably minimized.

"Through the beneficence of the late Mr. Padbury a sum of money was left for the benefit of the patients. This sum has been invested, and the interest is being used for providing amusements for the patients. As an example, music is dispensed during the patients' meal in the main dining hall by means of a large electrically-driven auxetophone.

"The staff at present numbers eighty-three attendants and thirty-six nurses, to which must be added cooks, laundresses, gardeners, engineers, farm labourers, etc., and the present patient population is 850, composed of 600 males and 250 females. The latter figures are somewhat alarming at first sight, but the ratio of insane per thousand in Western Australia is the lowest in Australasia, with the exception of South Australia. The popular idea that when a person goes insane his recovery is hopeless should be corrected, as the figures at Claremont show that about 40 per cent. of admissions recover."

The proportion of insane to the total population has steadily increased every year since 1901, with the one exception—1910. This is only to be expected as the State steadies down. It is still, however, lower than in any Australasian State with the exception of South Australia, and is much lower than the general average throughout the world. Unfortunately insanity, due perhaps to some degree to the complex conditions of modern life, is increasing, notwithstanding the improved methods of treatment. Western Australia cannot hope to avoid the operation of general principles, but it can and does do everything that human skill can suggest to bring about the largest possible percentage of cures.

throughout the Australian States, visiting the various institutions, and shortly after his return assisted in drafting the new Lunacy Act, which was passed in 1903, and in the same



*Bartletto, Perth.*  
DR. S. H. R. MONTGOMERY.

year the Lunacy Branch was separated from the Medical Department, and Dr. Montgomery was appointed its head and Inspector-General. In 1905 a commencement was made with the new building, which stands at the present day as a monument to the painstaking care and expert knowledge of the gentleman under review, who was responsible in large measure for its design. Since entering upon his important duties he has never relaxed a vigilant supervision of the whole establishment and has proved himself eminently fitted for the task of thus ministering to afflicted humanity. One feature of the institution to be remarked upon is that the block built for infectious cases, of which there is none at the present time, is occupied by about twenty patients who are practically not under supervision, but who attend to their own needs and comfort and are employed in work on the farm, which is a department well worthy of mention, and is included in the 400 acres on which the Asylum is built. Special attention is given to the breeding of prize shorthorn milch cattle, and of Tamworth, Berkshire, and other breeds of pigs, and at the last Royal Show exhibits from this farm were awarded three gold medals, as well as a silver and a bronze medal, while during the past year a profit of nearly £1,000 was made. The manufacture

of electric light is carried on on the premises and during meal-times music is discoursed for the enjoyment of the inmates by means of a large electric-driven gramophone. Dr. Montgomery is a member of the British Medical Association, and in 1910 was President of the Western Australian Branch of that body. He is a member of the Masonic craft and of the Weld Club. Golf and tennis are his favourite recreations, and he is also fond of a game of billiards. In 1900 he married a daughter of Mr. Percy Callaghan, of Liverpool, England (a Director of the famous tobacco firm of Ogden's), and has four sons.

JOHN THEODORE ANDERSON, L.R.C.S. and L.R.C.P. (Edin.), L.F.P.S. (Glas.), Senior Assistant Medical Officer and Deputy



*Bartletto, Perth.*  
DR. JOHN THEODORE ANDERSON.

Inspector-General of the Hospital for the Insane, Claremont, and member of the Medico-Psychological Association of Great Britain and Ireland, is a son of the late Rev. John Anderson, of Warrnambool, Victoria, where he was born on August 10, 1879. His scholastic career was begun at Toorak College, Melbourne, and continued at Scotch College, of the same city. After matriculation he became a student at Ormond College, University of Melbourne, and three years later proceeded to Edinburgh, where he qualified for the medical profession at the Royal College of Physicians and Surgeons. Dr. Anderson then accepted an appointment as Assistant Medical Officer at the

Stirling District Asylum at Larbert, Scotland, under the superintendence of Dr. George M. Robertson, now connected with the Royal Asylum at Morningside, Edinburgh. He speaks highly of the system adopted and advocated at this hospital of the nursing of male patients by women, which is now being copied by many similar institutions in Scotland, England, and America. While resident at this asylum he made a special study of the bacteriological causes of general paralysis in the insane. In July, 1908, the Agent-General for Western Australia appointed Dr. Anderson to his present position, which he entered upon in September of the same year, remaining in charge of the old Fremantle Asylum until it was closed and the patients transferred to Claremont. While at Melbourne the subject of this review won his blue at rowing, cricket, and lacrosse, and made his name at Edinburgh in cricket, which is his forte in the world of sport. In 1903 he played for All Scotland against the Philadelphian Representative Team, and also wielded the willow against the Australian Eleven and various county teams at a later date. Since his arrival at Perth he has represented Western Australia in interstate cricket contests on two occasions, and although also fond of golf, cricket is his favourite recreation.

JAMES BENTLEY, M.B., Ch.B. (Edin.), Assistant Medical Officer,



DR. JAMES BENTLEY.

Hospital for the Insane, Claremont, is a son of Mr. James Bentley, of Parteen, County Clare, Ireland, and received his early scholastic training

at a private school in Limerick. He graduated in the faculty of medicine at Edinburgh University in 1904, and in August of that year was appointed house surgeon in the Royal Infirmary at Preston, Lancashire, which position he occupied for over two years. A subsequent period was spent by Dr. Bentley as medical officer on board the Royal mail steamer "Oronsa," one of the Pacific Steamship Navigation Fleet, and at the termination of this engagement, with the object of

obtaining experience in lunacy cases, he joined the staff of the Leicestershire and Rutland County Asylum, England. After continuing there for some considerable time and improving every opportunity for enlarging his knowledge of the subject which he has made his specialty, he was offered by the Government of Western Australia his present appointment under Dr. Montgomery, which he accepted and began his professional duties at Claremont in September, 1908. Dr. Bentley

specializes in epilepsy and has made many original observations in connection with this form of disease, in the treatment of which he has been notably successful. The manly game of football has won his chief allegiance in the world of sport, and he played the Rugby game with distinction for his University in Scotland. He was also a member of the Edinburgh Institute Rugby Football Club, and later played for several others, including the Lancashire County Club.

### MEDICAL AND PUBLIC HEALTH.

These two important sections of the public service are under the control of Dr. J. W. Hope, who fills the combined offices of Principal Medical Officer and Commissioner of Public Health. Mr. P. H. Milner is Secretary to the medical side of the department, and Mr. F. J. Huelin to the Health Branch.

As Principal Medical Officer Dr. Hope has general control over all medical matters within the State. He is assisted by Dr. R. C. E. Atkinson as Medical Officer of Health and Dr. S. A. McClintock as Pathologist and Bacteriologist, while there are fifty-four district medical officers throughout the State who have immediate charge of matters within their districts, those at the various ports acting also as quarantine officers.

The hospitals of the State, which are largely or partly financed by the Medical Department, consist of the Perth and Fremantle Public Hospitals, Government departmental hospitals, hospitals controlled by local committees, hospitals at timber mills, and the Consumptive Sanatorium at Coolgardie.

The Perth and Fremantle Hospitals are administered by boards appointed by the Governor-in-Council, and are therefore practically outside the scope of the department, except that certain rights are reserved in return for the annual subsidies towards maintenance. With the departmental hospitals the Medical Department is primarily concerned, as it is responsible for their administration and maintenance. The same may be said of the Consumptive Sanatorium at Coolgardie. So far as the hospitals controlled by local boards and those established at timber mills are concerned, the department has no control beyond demanding financial returns in order to ensure proper conduct of the institutions and satisfactory provision for indigent patients.

The department has also instituted a system of district nursing, with the intention of providing nursing facilities in remote districts, and so remove, in part at least, one of the difficulties that new settlers in hitherto virgin country have to face.

As Commissioner of Public Health Dr. Hope's duties are fully set out in the Health Act, 1911, a com-

prehensive measure which came into operation on June 1 last year, and under which the functions exercised up to that date by the Central Board of Health were merged in those of the Commissioner, who must, of course, be a qualified medical practitioner. Perhaps no better idea of the system now in operation can be given than a resumé of the Act itself. The first alteration noted is the abolition of the Central Board of Health, which for the past twenty-five years has constituted the main health authority in the State, and the substitution for this body of a "Commissioner of Public Health," to which position Dr. J. W. Hope, who was president of the now defunct Central Board of Health, has been appointed. The Act provides that the Commissioner shall be a legally-qualified medical practitioner.

The Central Board was composed of members who had special professional qualifications, and were thus enabled to materially assist in administrative affairs. Although the department is thus deprived of the professional services, technical advice, and administrative functions that have been in the past rendered by the Central Board, the Commissioner is assisted by the advice of the departmental officers, and of the technical advisers in the service of the Government in other departments. The Commissioner exercises all the functions that were previously in the hands of the Central Board of Health. The principal responsibility attaching to the Commissioner is, under the authority of the Minister for Public Health, to supervise the work of the local authorities and see that these bodies properly enforce the provisions of the Act and assume their own particular duties.

Under the old Act local administration was in the hands of municipal councils and of local boards of health composed of gentlemen appointed by the Governor. Of these local authorities there were about 118 scattered throughout the State. The new legislation contains a new departure in that, in addition to utilizing municipal councils, roads boards, where considered advisable, may be given the powers of local health authorities. In this way the prestige of the local health authority generally is increased, as a larger number of them are responsible

statutory bodies, the members of which are elected by the ratepayers. It is still found necessary, however, to utilize local boards of health where neither municipal councils nor roads boards are available, but the number of these nominee boards under the new Act is reduced to forty-seven. The total number of local authorities operating on June 1 under the new Act was 117.

The powers of the Commissioner are more extensive than those that were enjoyed by the Central Board of Health. He is, for instance, placed in the position of a Court of Appeal against decisions of local authorities, and as such has the power to review their actions. He further has the power to specify the duties that shall be performed by the officers of local authorities. There are many functions which he has power to compel local authorities to undertake which under the old Act were only exercisable by local authorities at their own discretion.

The local authorities and their officers also are endowed with very much more extensive powers. It is absolutely essential in various circumstances that there should be almost no limit to these powers, and it may be stated that the provisions of the new Act contain all that, in the light of present knowledge, should be regarded as necessary. The extension of powers is particularly noticeable on reference to parts of the Act dealing with control of food and infectious diseases. Whereas the old Act made very little reference to drainage and sewerage work, the new Act contains very extensive provisions under this heading. The Act provides that the provisions of the Metropolitan Sewerage Act shall have precedence over the provisions of the Health Act, and therefore the sections of the latter measure regarding sewers and drains will not apply where the Sewerage Act is in operation. Apart from this question, however, there are many much-needed improvements and new provisions which will be of advantage to local authorities and to public health in general. For instance, special provision is made for the cleanliness and sanitation of hairdressers' premises, for the sanitation of camps, for the construction of morgues and septic tanks, for prescribing the sanitary fittings to be used, and numerous other matters.

The 1898 Act provides for the registration of "common lodging-houses," such premises including houses wherein six or more persons are harboured or lodged for a single night, or less than a week at a time. The term "common lodging-house" is one that has been taken from English legislation, and the common lodging-house as found in London and other large cities is unknown here. The term in the new Act is now altered to that of "lodging-houses," and includes all places where more than three persons are lodged. The powers regarding this class of premises are much extended compared to those contained in the 1898 Act. The new Act contains

an entirely new feature in that it provides for the registration of "boarding-house," this term including all premises where more than six persons, exclusive of the family of the keeper, are boarded from week to week. Provisions regarding this class of premises are, of course, less stringent than those connected with lodging-houses, but the object of their registration is to ensure more rigid supervision in connection with cleanliness and possible overcrowding.

The present Act is the same as the 1898 Act, in that it gives local authorities power to condemn any house as being unfit for human habitation. The old Act stopped short of that, and gave no power for the demolition or alteration of a condemned house being insisted upon by a local authority. The new Act now remedies this, so that it will no longer be necessary for a condemned and deserted house to remain an eyesore and nuisance to people.

The provisions under the new Act in relation to public buildings are very similar to those in the 1898 Act. The Commissioner has all the powers of the Central Board in relation to plans. He has power to close premises in respect to which his requirements are not obeyed, or to close any unsafe building. In regard to the regulations for overcrowding, power to make which is continued, the penalty for a breach may be fixed at £100 in lieu of £20, the maximum amount under the old Act.

The provisions of Part VIII. of the Health Act are equivalent to the Pure Food Act, and contains much of the machinery that has been enforced in the Eastern States of Australia for the last two or three years. The provisions of the 1898 Act regarding food were, firstly, that unwholesome food was not to be sold, and, secondly, that adulteration of food must not take place. With regard to the latter item, there was no specification as to what constituted adulteration.

The new Act, however, following the principle laid down in the Eastern States, provides for the appointment of an advisory committee, composed of the Commissioner of Public Health, the Government Analyst, a bacteriologist, and two persons conversant with trade requirements. This committee has power to recommend to the Governor standards to be adopted for the composition of foods and drugs; the standard having been adopted, the question whether or not a particular food or drug is adulterated resolves itself into a comparison of the particular article with the standard which has been prescribed. If the sample does not comply with the standard then the person who has sold or offered for sale the goods from which the sample was taken commits a breach of the Act. The definitions of foods and drugs respectively are very wide, and standards for all branches of these may be set up by the Foods Standard Committee. Unwholesome food in the new Act, as in the old, may be seized by officers of the health authorities,

and the owner or vendor be prosecuted. The new Act, however, makes provision for the inspection of all imported food, which may be dealt with in the same way as that sold locally.

"Hygiene" is a scientific subject, and in no branch of the work is the application of scientific knowledge and research more utilized than in coping with infectious diseases. Since the 1898 Act came into operation, a considerable amount of fresh knowledge has been brought to bear upon infectious diseases, so that the provisions of that Act were out of date, and in many respects faulty and unworkable. These defects were remedied in the new Act, and as far as possible the provisions brought up to date and into line with the latest knowledge of the methods of spread and prevention of these diseases.

For the last few years the prevention of tuberculosis has been the subject of much discussion, not only among health authorities but the general public, and this fact finds recognition in the special provisions that are contained in the new Health Act to deal with this particular disease. Not only is pulmonary tuberculosis made a notifiable disease, as it was in one of the amendments of the old Act, but deaths from tuberculosis have now also to be reported, and in addition medical practitioners are to report annually to the Commissioner on all cases that have come under their care during the previous year. It is hoped by this means to keep a check upon the movements of cases, and after a period of years be able to say with reasonable exactness the number of cases of this disease existing in the State. Power is also given to make regulations for the prevention of tuberculosis.

The portion of the 1911 Act dealing with the registration of midwives is entirely new to this State. It provided that after the beginning of 1912 no unregistered woman shall practice as a midwife unless more than five miles from the residence of a medical practitioner, or in special circumstances. A midwives' registration board, consisting of the Commissioner, two medical practitioners, and two nurses is the body responsible for the registration of midwives, and has power to prescribe the examination and conditions under which registration shall be effected, and also to prescribe the conditions of the practice of midwifery by registered women. The unnecessary loss of life, both in infants and mothers, in the past is more than sufficient warrant for the introduction of this new departure.

In relation to maternity, there are two other provisions in the Act, firstly, that deaths from puerperal

fever must be reported both to the local authority and to a magistrate, the latter to determine whether an inquest shall be held or not; and, secondly, that the occupier of any house at which a woman not usually resident in such house is attended in maternity shall notify the medical officer of the fact. These two provisions are designed to minimize the possibility of illegal practice.

There are many minor matters in which the 1911 Act contains new provisions, or provisions which on comparison with the old Act are found to be much improved. The coming into operation of this new Act it is hoped will inaugurate a fresh era in health administration in Western Australia. By those competent to judge the Act is regarded as a good one—not perfect, perhaps, but certainly containing powers which are needed by the health authorities to maintain a high standard of all-round public health. The possession of a good Act, however, does not in itself achieve anything, and wise, sound, and earnest administration is necessary to enable those objects, which Parliament had before it in passing the measure, to be achieved.

The alteration in the system of central control is something in the nature of an experiment in this State, although it is one which has been in vogue in some of the Eastern States for many years. It is confidently expected that the new system will be a success, and that with the new and enlarged powers both central and local authorities now possess that a higher standard of public health will be secured in the future throughout the State.

This lengthy, and yet brief, précis of an Act which contains 300 clauses is sufficient to show that the Health Department has sufficient power to control every phase of the public health. After a year's operation it has been found to fulfil practically all that was expected of it, and proves that in all matters relating to hygiene Western Australia is fully alive to its responsibility.

One special work being undertaken by the department is the systematic medical examination of school children. This was commenced in 1906, and though it has not been continued systematically during the whole period since that date, sufficient has been done to prove how highly necessary it is and what good results may be expected from it. By the courtesy of the Dental Association, the examination of the teeth of the school children in the metropolitan area is now being undertaken, and arrangements are being made for a permanent surgery where the children of indigent parents may receive attention free of expense.

JAMES WILLIAM HOPE, F.R.C.P., J.P., Commissioner for Health, Western Australia, is a Welshman, having been born at Hay in the year 1851. He received his education in his native town,

and at the close of his scholastic career passed the necessary examinations for his medical course and entered Westminster Hospital, where he remained for twelve months. He proceeded to Bartholomew's Medical

School to complete his curriculum, and in 1874 was received as a Licentiate of the Royal College of Physicians in Edinburgh. Four years later he was made a member, and in 1885 took his degree as a



Fellow of this institution. In 1874, having gained some experience in one of the large hospitals, Dr. Hope was offered an appointment under the Imperial Government as District Medical Officer at York, Western Australia. He accepted the post,



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DR. JAMES WILLIAM HOPE.

and embarking by the ship "Eulie" arrived at Fremantle and proceeded direct to the scene of his appointment. Here, in addition to his official duties, he interested himself in many other matters, and soon became recognized as one of the progressive spirits of the time. His capital, invested in agricultural and pastoral enterprises, brought him in satisfactory returns, and when the discovery of gold was made at Kimberley, at his own expense he organized and dispatched a prospecting party to visit and examine the new field. Three years after his promotion as Medical Officer to the Fremantle Prison and Convict Establishment at Rottnest Island, and Health Officer to the port and town of Fremantle in 1882, Dr. Hope equipped a second prospecting party to travel through the interior. This party crossed the plains in the direction of Southern Cross and discovered the Hope's Hill Mine (named after the doctor), which was worked for some time and proved so rich that it was purchased by an English Syndicate for a considerable sum, Dr. Hope retaining a large interest in the property. After discharging the onerous and responsible duties of his Fremantle appointment with the utmost tact, skill, and con-

scientious recognition of their difficulties for a lengthy period, Dr. Hope received well-merited promotion. When in 1911 the Central Board of Health was abolished and the Government Medical Health Department was established in its place he was appointed Commissioner of Public Health for Western Australia, which office he still holds. He was gazetted a Justice of the Peace in 1881. In 1878 he was appointed a Captain in the York Rifles then forming. He resigned during the following year, and in 1884 joined the medical staff as a Surgeon-Major, relinquishing his connection with that department in 1886. In 1892 he received a commission as Captain in the Artillery Corps at Fremantle, and retained the command until transferred to the unattached list in November, 1903. He was promoted to the rank of Major on May 24, 1897. In 1878 he married the daughter of the Honourable J. H. Monger, of York, and has six children.

REGINALD CYRIL EVERITT ATKINSON, M.A., M.B., Ch.B. (Edin.), D. P. H. (Cantab.), F.R.I.P.H., Government Bacteriologist and Pathologist, etc., is a son of Mr. Reginald Atkinson, of the New Zealand Civil Service, and was



Bartletto, Perth.

DR. R. C. E. ATKINSON.

born at Christchurch, New Zealand, on December 4, 1879. He pursued his studies at the High School in his native town, subsequently entering Canterbury College, the Christ-

church branch of the University of New Zealand, where he graduated B.A. in 1901 and took his degree of Master of Arts a year later, with honours in chemistry. In 1902 he proceeded to Edinburgh, and taking a five years' course graduated in medicine and surgery in 1907, in his final year carrying off the prize awarded for work in connection with skin diseases. He was granted his diploma of public health at Cambridge in the following year, and shortly afterwards returned to his native soil and was successful in obtaining the appointment of referee to the New Zealand Government Life Department of Assurance. In the discharge of the duties pertaining to this office Dr. Atkinson travelled over the whole of the northern portion of the North Island of New Zealand, and after resigning the post established himself for a time in private practice in Auckland. He has always made a special study of the subject of bacteriology, and in 1911 was offered the appointment of Government Bacteriologist by the Western Australian authorities, a position he accepted and still holds. Dr. Atkinson while in Scotland made frequent trips to the Highlands, and also travelled on the European Continent. His chief form of recreation is swimming, and in the waters of New Zealand he won various trophies in connection with amateur swimming events. He is also fond of sculling, and is a warm advocate of hockey and other outdoor sports. In February, 1911, Dr. Atkinson married a daughter of Mr. Michael Gallery, of Mercer, Waikato, New Zealand.

DAVID ERNEST WILLIAMS, J.P., L.R.C.S., and P. (Irel.) is a son of the late Mr. David Mark Williams, M.D., of Liverpool, a noted specialist in chest diseases and founder of the Liverpool Hospital for Diseases of the Chest. He was born at Liverpool on January 6, 1868, and received his educational training at the Liverpool College, subsequently gaining his medical diplomas in the College of Surgery, Dublin University. His first appointment was on the staff of the Liverpool Northern Hospital, where he devoted the whole of his time to the practice of surgery, resigning the post to accept that of Medical Officer for the Elder Dempster Shipping Company, in connection with which

he proceeded to the west coast of Africa. Upon returning to Liverpool he completed his post-graduate course at the Royal Infirmary and was advised by a retired medical friend to emigrate to Perth, then the newest of the British possessions. He discovered the whereabouts of this remote region with considerable difficulty, but eventually arrived in Western Australia in 1893, immediately joining the Government medical staff and being appointed to Carnarvon. Here he was instrumental in having the local hospital built, and two years later was transferred to Bunbury, where he at once set a similar movement afoot with like satisfactory results. In 1909 Dr. Williams received appointment to Fremantle, where he has ever since discharged the duties of district medical officer and quarantine officer, embracing the offices of public vaccinator, medical officer to the Fremantle Prison, and Federal quarantine officer. In his extensive private practice he prefers to specialize in surgery, and keeps well in touch with all the more modern methods obtaining in this important branch of medical science. In 1904 he visited England for the purpose of taking the post-graduate course in surgery at the Royal University, Liverpool, and in skin diseases at the Liverpool Hospital for Diseases



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DR. DAVID ERNEST WILLIAMS.

of the Skin. He also attended Dr. Stopford Taylor's clinical lectures on the use of the X-rays, etc., in skin diseases, and has become thoroughly proficient in the application of this system, having all the most up-to-

date appliances for skin treatment by X-rays ionic and high-frequency methods in use in his surgery. Apart from his profession he is an enthusiastic orchardist, and nine years ago took up seventy acres of land in the heart of the heavily-timbered virgin bush country, the development of which he has carried on with such vigour that to-day he has thirty acres of the seventy under close cultivation of the finest quality oranges, over 3,000 cases of choice fruit having been produced during the present season. This orchard, "Eden Bower," is situated at Harvey, on the south-western railway line, and is credited with being the best orangery in the State. A man of very versatile abilities, Dr. Williams has never confined his interests to one department of life, and his military career is worthy of mention. He passed the necessary examination and was gazetted Lieutenant in 1901, two years later being promoted to the rank of Captain in command of the Bunbury Volunteer Company, and retains that rank on the unattached list at the present time. In July, 1912, he was promoted to the rank of Staff-Surgeon of the Naval Reserve Forces and appointed District Naval Medical Officer at Fremantle. In sporting circles he is well known, being a good rifle shot, an adept with the rod, and a plucky rider, and for many years he acted as judge in connection with the Bunbury Race Club. In his youth he was a Rugby player, and was one of the team chosen to play the famous Maori visitors to the Old Country in 1887. He is a very fair amateur photographer and a motorist, and is a member of the Automobile Club of Western Australia. He is also a member of the Weld Club and of the South-Western Club of Bunbury, and is a life member of the Yacht Club of that seaport. In 1895 Dr. Williams was gazetted a Justice of the Peace for the whole of Western Australia. He married Mary Caroline, daughter of the late Mr. Thomas Ryves, of Litherland Park, Liverpool, and has three daughters. It is interesting to note that he is a brother of the famous R. S. Williams, Lecturer on Bacteriology and Hygiene at the University of Liverpool, and connected with the Tropical School of Medicine, while two of his sisters have taken the M.A. degrees at Victoria University, Liverpool, and at Oxford.

DAVID FRANCIS BLANCHARD, L.R.C.P. & S. (Edin.), L.F.P.S. (Glas.), Government District Medical Officer for Perth, was born at Armagh, Ireland, on June 14, 1866, and is a son of the late Mr. Robert J. Blanchard, of Yorkshire.



Bortletto. Perth.  
DR. DAVID FRANCIS BLANCHARD.

England. Educated privately, he subsequently attended Queen's College, Cork, Ireland, and courses of lectures at Dublin, Edinburgh, London, and Paris. He graduated at the University of Edinburgh and practised for a time in the South of Ireland, coming to Western Australia in 1895. Joining the Government Service Dr. Blanchard received the appointment of Medical Officer at Beverley, where he also engaged in private practice. Four years later he was transferred to Cue, where he acted in a similar capacity, remaining until June, 1909, in which month he was appointed to the post he now occupies. In addition to his duties as District Medical Officer he acts as police medical officer, medical referee for the various State departments, particularly the Education Department and the railways, and is referee to three of the leading insurance offices. As District Medical Officer his duties include attendance on State children and visiting physician to the Subiaco Industrial School and to the Destitute Home at Claremont, one of the largest institutions of its kind in Australasia. He also has an extensive private practice at Perth and makes a special study of subjects peculiarly modern, including the treatment of disease by electric

light and radium, and it is his intention to proceed in the near future to Europe and the various centres of progressive medical science to pursue his investigations on these subjects so vital to the well-being of the community. Dr. Blanchard is, however, by no means onesided, and has the welfare of his adopted country at heart in more directions than that indicated by his profession. He is keenly interested in the development of the mining industry in Western Australia and has been associated as an investor in most of the great mining ventures. In the progress of agriculture he also has a personal stake, being the owner of 6,000 acres of land in different parts of the State, including 2,000 at that rising wheat centre, Kellerberrin, devoted to the growth of the golden grain. While an advocate of all healthy outdoor recreation, Dr. Blanchard's official duties preclude an active participation in the various forms of sport, but in the brief moments of his leisure he is wont to obtain enjoyment in the execution of a wide range of musical works. He married in September, 1911, Pearl, daughter of Mr. John Bosworth, of Adelaide, South Australia.

**PHILIP HENRY MILNER,**  
Secretary to the Medical and Health Department, is a native of South Australia, where he was born on

September 15, 1874. He is a son of the late Mr. William Milner, of Prospect, near Adelaide, and received



*Bartolito,* *Perth.*  
**MR. PHILIP HENRY MILNER.**

his education at various scholastic institutions in the sister State. When sixteen years of age he entered the office of a sharebroker at Adelaide, and for the next five or six years gained valuable experience in several of the commercial houses of that city. He was attracted to Western Australia in the year 1896, and shortly after his arrival joined the Civil

Service as a shorthand writer in the office of the Surveyor-General, in which capacity he continued until March, 1907, when he received transfer to the Medical Department as chief clerk, subsequently becoming Secretary to the Medical and Health Department, which post he still continues to hold. The duties connected with this office are varied and of great responsibility, embracing as they do the control of the hospitals of the State, quarantine, the administration of the Acts relating to early closing, supervision of factories, and the consideration of the health of the community in general. Apart from his official functions Mr. Milner makes a hobby of horticulture, particularly as regard the cultivation of orange-trees, and he has a fine orchard of this luscious fruit in the south-western district. In the local yachting world he is a well-known and popular figure, and has been for many years Hon. Secretary to the Royal Perth Yacht Club. He is a very keen yachtsman, and a great deal of his leisure goes to the pursuit of this delightful pastime. The royal and ancient game of golf also claims him as a devotee during the winter months, and he pursues the game with great ardour in storm and sunshine alike. In October, 1907, Mr. Milner wedded a daughter of the late Mr. R. Grainger, of Exeter, England, and has a son and a daughter.

## POLICE.

It is the boast of Great Britain that its police force, like its judiciary, is free from corrupt influences, and the sense of honour that that tradition implants in the minds of the guardians of the public peace has been transmitted in turn to each colony and dependency of the Empire. In this Western Australia does not differ from other British States. Throughout its history the police force has maintained a highly creditable record. During the early history of the settlement one of the principal duties of the force was to protect the colonists from the depredations and attacks of the natives, a duty which they carried out with severity, but at all times with justice. How great the aboriginal menace became, and how it was finally crushed by the police under Captain Ellis, who lost his life from injuries received, are told in the historical section of this work. Even now the police in the Nor'-West find the control of the natives part of their duty, and, notwithstanding occasional complaints of harshness from those who do not realize the danger to be apprehended, they carry out that duty in a commendable spirit of conciliation.

During the years that the convict establishment existed in Western Australia a pensioner guard was enrolled as additional protection to the citizens, but these were only called upon to act in emergency: the duty of controlling the ticket-of-leave and conditional-pardon men formed part of ordinary police work, and though the horrors of Norfolk Island and Tasmania had no counterpart in this Western State, there were moments of wild excitement and occasions of serious crime when the abilities of the police were taxed to the utmost.

Strenuous exertion also fell to their lot during the early days of the goldfields, when a cosmopolitan and not always honest population rushed to try its luck at the new Eldorado. Even in these days of capable administration the policeman's lot is not always "a happy one." The wide expanse of territory over which supervision has to be exercised, and the multifarious calls on the representatives of law and order, often impose extremely arduous duties upon them in outlying stations. Journeys of hundreds of miles are taken as all in the day's work, and they are often required to undertake

much genuine exploratory work. There is also a tendency to employ them on duties that differ widely from those of guardians of the public safety. Often they are called upon to act as inspectors of this and that, registrars, Census collectors, collectors of crop forecasts and returns, and such like. Commenting upon this matter, the Commissioner in his latest report remarks, "Every new department that is established causes additional work to the members of the force."

From that report, dated June 30 of last year, we learn that the police force numbered 481 of all ranks,

and comprised 1 commissioner, 1 superintendent, 6 inspectors, 5 sub-inspectors, 29 sergeants, 27 corporals, 4 first-class detectives, 12 second-class detectives, and 396 constables of all grades. At the close of the financial year 1911-12 the Commissioner (Captain Fred A. Hare) and the Superintendent (Mr. W. C. Lawrence) were placed on the retired list. So far the vacant positions have not been permanently filled: in the meantime Chief Inspector Connell, the head of the Criminal Investigation Branch, is acting as Commissioner, his place being taken by Inspector Walsh.

Captain FREDERICK ARTHUR HARE, formerly Commissioner of Police for Western Australia, was born at Exmouth, Devonshire, on January 20, 1852, and is a son of Mr. Gustavus G. C. Hare, of Herstmonceux Castle, England. He was educated at St. Columba's College, Wicklow, Ireland, and came to Australia in 1870. He entered the Government Service and served in



Bartletto, Perth.  
CAPTAIN FREDERICK ARTHUR HARE.

various departments for four years as a junior, then resigning to try his fortune in the pearling industry of the Nor'-West. Twelve months' association with the industry was sufficient for Mr. Hare, who afterwards turned his attention to station life, gaining practical experience on a station in the Murchison district, where ultimately he became a sheep-farmer and pastoralist as a pioneer on the Murchison. His next field of labour was at the opposite end of the State, and at Vasse (now known as Busselton), in the South-West, he accepted a Government appointment as clerk to the magistrates. At vari-

ous times during the years 1880-14 he acted as clerk and Private Secretary to His Excellency the late Sir William Robinson, and in the last-mentioned year was selected for the post of Inspector of Police for the southern districts, retaining this position until 1886, when he was appointed Private Secretary and Aide-de-Camp to His Excellency the late Sir Frederick Broome. He was sent to Wyndham, Cambridge Gulf, to fill the office of Acting Government Resident in June, 1886, and held similar office at Albany, where he was transferred in 1887. From 1888 to 1896 he was Resident Magistrate at York, and so ably fulfilled the duties of his position in that important farming district that the Government recognized his services by appointing him to the responsible post of Warden of the East Coolgardie goldfields, which office he retained for four years, when on the death of Colonel Phillips in 1900 he was selected for the position of Commissioner of Police, from which office he retired in 1912. Captain Hare is a member of the Weld Club, and resides at "Forrest House," St. George's Terrace, Perth.

force and three months later was transferred to the Criminal Investigation Department as a detective. Passing through the various grades of the Service, in September, 1899, he was promoted to the position of Sub-Inspector of Police, and sent to Kalgoorlie to assist in dealing with the unsettled condition of things at that centre brought about by the troubles that had arisen in connec-



Bartletto, Perth.  
MR. ROBERT CONNELL.

ROBERT CONNELL, Acting-Commissioner of Police for Western Australia, was born at Waterville, a cable station in County Kerry, Ireland, on December 19, 1867. He is the youngest son of the late Mr. L. Connell, an officer of the coastguard, Ireland, and after concluding his education at the National School was apprenticed by his father to the grocery trade. Dissatisfied with the confinement incident to his calling, after two years he took to the sea and came to Western Australia in the barque "Helena Mena" in September, 1886. Almost immediately upon his arrival he joined the police

tion with alluvial mining. In the carrying out of his official duties here Mr. Connell was severely injured, and after a few months received transfer to Albany, where he continued twelve months in charge of the Plantagenet district. He was next appointed by the present Commissioner to the control of the Central Police Station, which office he held until February, 1904, and during this period, in 1902, while on a trip to England, made a study of the system of the London police and Scotland Yard, introducing to the notice of the Commis-

sioner on his return the finger-print system of identification, which shortly after was adopted in this State. In February, 1904, Mr. Connell was appointed to the charge of the C.I.D. as Sub-Inspector, promoted to the rank of Inspector on August 1 of the same year, and to the rank of Chief Inspector on July 1, 1911. Early in the year 1912 he was appointed Acting-Commissioner of Police on the retirement of Captain Hare, a few weeks previous to which he had conferred upon him the King's Medal, in recognition of his valuable services to the State. He is interested in yachting, and is a member and committee-man of the Royal Perth Yacht Club.

Sub-Inspector JOHN JOSEPH WALSH, Chief Officer in the Criminal Investigation Department, Perth, is a son of the late Mr. James Walsh, of Limerick, Ireland, where he was born on February 14, 1862. He received his elementary education in his native place, and subsequently matriculated at Queen's College, Cork, in 1879. Two years later he left his native land for Australia, and after a short sojourn at Sydney continued his travels to Queensland, where he was associated with station life for a couple of



*Bartlettto,* *Perth.*

SUB-INSPECTOR J. J. WALSH.

years. At the end of this period he joined the Queensland police force as mounted trooper, and served in this department until 1887, when he resigned and spent a year or two in travelling through the different

States. Ultimately he settled at Sydney, where he filled a position in a commercial office for a time, and in 1891, just after the declaration of responsible government for Western Australia, he came to this State, and on March 16 of that year joined the Western Australian police force. Until 1894 Mr. Walsh acted as mounted trooper, and was stationed at York and Beverley, whence he discharged the duties of gold escort from Southern Cross. Early in 1894 he was transferred to Coolgardie, where he opened and took control of the first police station in that district, which was then known as Hannans, remaining there from June to November, when he became inspector's clerk on the same field. This position he held until 1897, when ill-health compelled him to remove to Perth, and he entered the Criminal Investigation Department as second-class detective. He was chiefly connected with office work until 1900, when he was promoted to first-class detective, and was in charge of the Fremantle Detective Office until 1901, when he was sent to Kalgoorlie as officer in charge of the Criminal Investigation Department at that centre and Boulder, which position he held until 1905. While here he received promotion to detective sergeant, which was the first appointment of the kind ever made in the State, and was retransferred to Fremantle. In January, 1908, he returned to Kalgoorlie, and in addition to his former duties performed the responsible work of organizing and establishing the gold-stealing detective staff for that district. Three years later, in July, 1911, Mr. Walsh was promoted to sub-inspector, and continued to hold this position until June, 1912, when he was appointed Chief of the Criminal Investigation Department at Perth. It is interesting to note that Mr. Walsh gives a high testimony to the law-abiding character of the pioneer prospectors on the goldfields, and states that it was only when the influx of population from other countries occurred that the police had onerous duties to fulfil. In earlier life the gentleman under review was a great sportsman and athlete, and still takes an interest in the progress of the various organizations for the promotion of outdoor recreation. In 1900 he married Mary, daughter of the late Mr. Stephen Newell, of the Imperial army, and an early arrival in Western Australia, and has three sons and a daughter.

MICHAEL HARVEY BROPHY, Inspector of Police, in charge of the Eastern goldfields, was born at Auckland, New Zealand, on April 15, 1859, and is a son of the late Michael H. Brophy, who settled in New Zealand in the early days upon



*J. J. Dwyer,* *Kalgoorlie.*

INSPECTOR M. H. BROPHY.

his retirement from the Imperial Service. Educated at the Auckland High School, at the termination of his studies the gentleman under review entered upon agricultural pursuits on his father's farm near that city. At the age of nineteen he joined the Armed Constabulary, a frontier police formed to protect the settlers against the Maori people who resented the encroachment of civilization into their territory. Subsequently he was a member of the force which made history in the early eighties by the storming of Parahaki and the capturing of the Maoris, Te Whiti and Tohu, who were posing as prophets and leading their tribes into rebellion. For some time afterwards he was identified with the force stationed at Toupi, now the favourite pleasure resort of the Dominion, but then in its primitive condition, and he officially assisted in the settlement of that district. In 1886 reports of the gold finds in the north-western portion of Western Australia attracted him to this State, and he became a member of one of the first mounted police gold escorts from Kimberley to the seaport of Derby, the police force of Western Australia being then under Imperial control. Mr. Brophy passed through all phases of police

pioneering in the Nor'-West at a time when the natives were hostile and dangerous, and his recital of these experiences is full of thrilling interest. A result of his long residence in the northern parts of Australia is that he is a confirmed "White Australia" advocate, and has no hesitation in asserting that the country in these latitudes can be successfully peopled and developed by white races. He served for sixteen years in the Nor'-West, during which time he gathered more information in regard to the natives than any other member of the force, and in 1901 was transferred to the Eastern goldfields as Inspector, having previously passed through the grades of trooper, sergeant, and sub-inspector. Since that date Mr. Brophy has resided on the fields, and has identified himself generally with the life of the place. He is very keen on all forms of outdoor sport, in his young days having been a well-known footballer and cricketer in New Zealand, and now acts on the committees of most of the local athletic organizations. He employs many leisure hours in reading historical works, is a student of Shakespeare, and is conversant with Australian literature in its various

forms. In 1893 he married Isabella, daughter of Mr. Henry Barand, well known in the mining industry of New South Wales, and has three sons and three daughters.

WILLIAM CHIPPER LAWRENCE, who was Superintendent



*Bartlett.*

*Perth.*

MR. WILLIAM CHIPPER LAWRENCE.

of Police from 1900 to 1912, is an Australian, having been born at Picton, near Bunbury, in 1849, receiving his education in his native place. He joined the police force in 1871, and was promoted to be corporal in 1879 and Sub-Inspector in 1885, in which capacity he was for a time in charge of the Detective Department. In 1889 Mr. Lawrence was transferred to Kimberley, where he was in charge of the Nor'-West, and in 1893 he was raised to an inspectorship. He was next located at Geraldton in control of the Western district, and while there received the appointment of Chief Inspector in 1899, at the same time receiving transfer to Perth. In the following year he was elevated to the position of Superintendent of Police for the Metropolitan area, which post he held until his retirement from service early in 1912. Mr. Lawrence on several occasions filled the position of Acting Commissioner of Police. He was made a Justice of the Peace for the State by Sir John Forrest prior to that gentleman's departure to take up his duties as representative for Western Australia in the first Federal Parliament.



## State Institutions Governed by Boards.

### PUBLIC LIBRARY, MUSEUM, AND ART GALLERY OF WESTERN AUSTRALIA.

By the operation of the Public Library, Museum, and Art Gallery of Western Australia Act, which came into force in November, 1911, the Public Library of Western Australia and the Western Australian Museum and Art Gallery became incorporated under trustees described as "the trustees of the Public Library, Museum, and Art Gallery of Western Australia." With the proclamation of the Act the committee which had governed the two institutions as quite separate concerns ceased to exist, and a trust governing the two as one took its place. On this trust the Hon. Sir Winthrop Hackett, M.A., LL.D., M.L.C., who for years had been chairman of the defunct committee, was elected the first president, the term of office being six years. At the first meeting after the full constitution of the trust Mr. J. S. Battye, B.A., LL.B., the Chief Librarian of the Public Library, was appointed General Secretary to the Trustees, arrangements being made at the same time to keep the institutions, until the trustees should otherwise direct, separate, so far as possible, in administration. In describing them, therefore, it will be more convenient to treat them separately.

#### PUBLIC LIBRARY.

The Estimates for 1887, laid before the Legislative Council in 1886, contained provision for the sum of £5,000 to be expended on the celebrations in Western Australia of Her Majesty's Jubilee. As no decision was arrived at in the Council regarding the objects to which this money should be devoted, a Commission was appointed, consisting of members of the Council and other gentlemen, with the then Governor, Sir Frederick Napier Broome, as chairman, to draw up a scheme for the erection of a fitting memorial in honour of the event. The Commission met on December 21, 1886, and various propositions were made, but ultimately it was decided that £2,000 of that amount should serve as Western Australia's donation towards the Imperial Institute, and the balance should be devoted to the foundation of a Free Public Library to be established in Perth.

A committee was then appointed by His Excellency the Governor to have charge of the arrangements in connection with the choice of a site, preparation of plans, and the foundations of the institute; and they, in their report to the Legislative Council, recommended that the

site of the old Government Boys' School in St. George's Terrace would be the most suitable on which to build the library; but owing to the scarcity of funds they suggested that the foundations only of the building be laid, and that the premises situated almost opposite, lately used by the Western Australian Bank, should be leased, and books to the value of £1,000 be ordered from England and placed therein, to serve as a temporary library, pending the completion of the structure.

The recommendations of the committee were, in the main, adopted, and on June 21, 1887, the foundation-stone of the institute was laid by His Excellency the Governor in the presence of representatives of all the public bodies of the colony. The Victoria Public Library Bill was placed before the Legislative Council soon afterwards, but although it was passed through all its stages it ultimately failed to become law.

A committee of management, consisting of Sir Malcolm Fraser, K.C.M.G. (chairman), and Messrs. Septimus Burt, Q.C., J. W. Hackett, M.A., M. F. A. Canning, and F. J. Hickling, was appointed in May, 1888; and on January 26, 1889, the library was opened with 1,796 volumes on the shelves. On the resignation of Sir Malcolm Fraser, who became Agent-General, Sir J. G. Lee Steere, K.C.M.G., was appointed chairman. Mr. W. C. Townsend was appointed clerk to the committee, he being succeeded in March, 1890, by Mr. Basil Porter, who held the position until 1894, when he resigned owing to loss of eyesight, and the present Chief Librarian, Mr. J. S. Battye, was appointed.

The original site being considered unsuitable, the Government reserved a large block of land at the corner of Beaufort and James Streets as the permanent site for a building to include the Library, Museum, and National Gallery, and in 1896 a commencement was made with the first portion of such a structure. This was intended to be temporarily the home of the Library, but ultimately for the use of the Museum.

The foundation-stone previously laid in St. George's Terrace was removed to its new position, a further stone commemorative of the Diamond Jubilee of Her late Majesty being placed with it, and the two were unveiled by His Excellency the Governor, Sir Gerard Smith, on June 22, 1897, the function forming part of the celebration in Western Australia of the completion of the sixtieth year of Her late Majesty's reign. In August, 1897,

the Library was moved from the old premises of the Western Australian Bank in St. George's Terrace into the basement, and twelve months later to the ground floor of that building.

In 1902 the rapid growth of the Library caused a demand for more extensive accommodation, and in 1903 the second portion of the comprehensive scheme was erected by the Government. This forms the first part of the permanent Library, and contains accommodation for 100,000 volumes, as well as ample and well-ventilated space for readers.

By resolution of the committee, confirmed by the Governor-in-Council, the word "Victoria" was, in April, 1904, deleted from the name of the institution, which then became known as "The Public Library of Western Australia."

When the Hon. Sir Jas. G. Lee Steere died in November, 1903, the position of chairman was conferred upon the Hon. J. W. Hackett, M.A., LL.D.

The additions made to the buildings in 1903 were rapidly out-grown, and in 1910 the Government was approached with a request to build the first portion of the main front. This request was acceded to, and the work actually started in October, 1911. It is expected that it will be ready for occupation by the end of the present year (1912). There will then be sufficient accommodation for about 250,000 books. A useful adjunct to the reference library is the system of travelling libraries, under which cases of books are loaned for definite periods to country mechanics', miners', and agricultural institutes. This arrangement is largely availed of, there being at present about eighty institutes receiving assistance. The total number of volumes in the Library on June 30, 1912, was 102,815, of which over 93,000 were in the reference collection and about 9,500 in the travelling libraries' branch. The average annual attendance of visitors approaches 190,000. The principal assistants are Mr. H. B. Collett, the Sub-Librarian, and Mr.

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Charles Battye, who has control of the Cataloguing Department.

#### MUSEUM AND ART GALLERY.

The Museum is situated about 250 yards north of the Perth Central Railway Station, at the corner of James and Beaufort Streets. The entrance is from Beaufort Street.

As its name implies, it is essentially a Western Australian museum, the collection already containing specimens of the greater number of the indigenous mammals and birds, as well as of many of the reptiles, fish, etc. Full particulars of these will be found in the "Natural History Notes," a new edition of which is going to press.

In the year 1860 a number of the residents of this State resolved to establish a museum, and for that purpose opened

a subscription list, obtaining altogether the then large sum of £340 19s. 11d., for it must be borne in mind that forty years ago the population (15,227) was small, scattered, and far from wealthy. The list showed how general was the interest taken.



THE MUSEUM AND ART GALLERY, PERTH

To the then Surveyor-General, Captain John Septimus Roe, R.N., who died in 1878 at the age of 81 years, must be accorded the chief credit for the work, for he, in addition to subscribing, gave valuable collections and devoted much time to their arrangement.

The museum thus formed was attached to the Swan River Mechanics' Institute until 1892, when the Government purchased the collection for £400, so that it might be incorporated with others. In 1881 the Rev. C. G. Nicolay had, at the suggestion and with the help of the late Sir W. C. F. Robinson, established a geological museum in the old Guard-room at Fremantle, where he arranged and added largely to the geological collections made by Dr. F. Von Sommer; by Messrs. Gregory Bros.; by Mr. H. Y. L. Brown, F.G.S. (now Government Geologist of South Australia); and by the late Mr. E. T. Hardman, F.R.G.S.I., Government Geologist



of Western Australia in 1882-3. The collection in the Fremantle Museum was, in 1889, transferred to the charge of Mr. Harry P. Woodward, F.G.S., then Government Geologist, and was removed to Perth and placed in the room formerly used as the High Court of Justice (now the Ethnological Gallery), Mr. Bernard H. Woodward, F.G.S., C.M.Z.S., being appointed Curator of the Geological Museum. The title was, in 1892, abbreviated by the omission of the word "Geological," when, as before mentioned, the Government purchased the museum of the Swan River Mechanics' Institute, as the collection then obtained included zoological, botanical, and ethnological, as well as geological, specimens.

In the same year the late Colonel Phillips, then Commissioner of Police, deposited in the Museum the valuable collection of native weapons and implements that had been gradually got together by his department.

In 1895 the control of the Museum was transferred from the Hon. the Minister of Mines to a committee which controlled the Public Library. Two additional galleries were then added—one for zoology, opened by His Excellency the Administrator, Sir A. C. Onslow, on July 31, 1895; and the other for art, the latter of which was not opened until the following year. The Government then increased the annual grant from £200 to £4,000 per annum, at which amount it remained until 1897-98, when it was reduced to £3,000, but subsequently increased to £3,500 in 1899-1900, and then further to £3,800 in the ensuing year, at which figure the annual grant at present stands.

In 1897 Parliament agreed to the erection of further buildings, and a substantial stone edifice of two stories, containing two galleries, 132 ft. by 38 ft., with offices and storerooms in the basement, was erected at a cost of £20,000. The ground floor and basement were temporarily lent to the Public Library until its own building should be erected, for which purpose Parliament, in 1900, voted the necessary money, as also at the same time that for the building of an art gallery, which is to comprise two floors 150 ft. long. The foundation-stone of this wing was laid by H.R.H. the Duke of Cornwall and York on July 25, 1901, but nothing further was done for some years owing to the want of funds. In 1907, however, money was voted for the new art

gallery, which was opened to the public in 1908, and now forms one of the most attractive and instructive institutions of the capital. Considerable attention is also being paid to the question of applied art, and the Museum now contains a collection of examples which are of very considerable interest.

In addition to the art and zoological sections, there are sections dealing with ethnology, palaeontology, and mineralogy, all of which aim at presenting for public information complete collections representing Western Australian types.

The palaeontological collections contain the historical collection of 3,400 fossils made by the late Professor Tennant; of these the vertebrates were named by the late Mr. William Davies, F.G.S., and the invertebrates by the late Dr. S. P. Woodward, F.G.S., both of the British Museum. This collection had been in the geological department of the British Museum for some years, as its purchase was contemplated by that institution because it contains so many "type" specimens.

The chief interest, perhaps, of most visitors to the State centres in the rich gold specimens from the Coolgardie, Yilgarn, Murchison, Pilbara, Roebourne, Kimberley, and other goldfields. These have nearly all been presented by directors of mines or by residents in the State.

The early history of Western Australia is illustrated by numerous relics, the most interesting of which are those of the Dutch vessel "Zeewyk," wrecked on the Abrolhos in 1727. They were unearthed most carefully by Messrs. Broadhurst, McNeil, & Co., and it is through their courtesy that this Museum has been enriched by these valuable additions.

In order to extend the influence of the Museum as widely as possible it has been the custom for years past to deliver each winter a course of free popular lectures on science and art subjects. These have always been very well attended, and constitute a very attractive and entertaining adjunct to the ordinary work of the Museum.

On the natural history side of the Museum Mr. Woodward is assisted by Mr. W. B. Alexander, B.Sc., and Mr. L. Glanert, F.G.S., and on the art side by Mr. G. Pitt Morrison.

JAMES S. BATTYE, B.A., LL.B., Editor of "The Cyclopaedia of Western Australia." The Public Librarian of the State, James Sykes Battye, is the younger son of the late Dan Battye, and was born at Geelong, Victoria, in 1871. He was educated first at the Flinders State School, where he succeeded in winning a Government exhibition, and afterwards at the Geelong College and Melbourne University, where he graduated as B.A., LL.B., in 1893.

From 1889-94 he was a member of the staff of the Public Library of Victoria, resigning from that institution to accept the position he now occupies. After the passing of the Public Library, Museum, and Art Gallery Act 1911 Mr. Battye was appointed General Secretary to the Trustees, still retaining the Chief Librarianship of the Public Library. During his residence in this State he has been prominently identified with the Methodist Church

and has devoted most of his spare time to the various charitable movements of the community. For eight years he was Honorary Secretary to the Victoria Institute for the Blind, and has been a Trustee of the Children's Hospital since the inauguration of the movement in 1897. From 1908-10 he was Vice-President of the institution and is still a member of the Committee. He has taken a prominent part in educational movements, and from 1909-11 he acted as

Honorary Secretary to the Royal Commission on the establishment of a University for Western Australia, and as Honorary Secretary to the Committee (appointed late in 1911) to recommend to the Government a suitable site for the University. When the first Senate under the



*Bartletto, Perth.*  
MR. JAMES S. BATTYE.

University Act, 1911, was constituted by the Governor-in-Council in February, 1912, Mr. Battye was one of the eighteen appointed. For the past six years he has been a member of the Board of Governors of the High School, and since 1911 has been Chairman of the Board. He was appointed a Justice of the Peace in 1901. In 1895 Mr. Battye

was married to May, eldest daughter of Mr. Edward Jenkins, J.P., of Melbourne, and has living three daughters and a son.

**BERNARD H. WOODWARD**, F.G.S., Director of the Western Australian Museum and Art Gallery, has been in charge of this institution ever since its establishment on the present site in 1889. At that date it was only the Geological Museum, containing the collections made by the Government Geologist (Mr. Harry P. Woodward) and his predecessors in that office, and the Rev. C. G. Nicolay (Registrar of Minerals). The Museum was then contained in one room, now the Ethnological Gallery, and was open only once a week. Mr. Woodward also held the positions of Government Assayer and Government Analyst up to 1895, when the scope of the institution was enlarged to that of a National Museum and placed under the control of a committee. Mr. Woodward belongs to a family widely known in scientific circles for several generations, as mentioned in Francis Galton's work on "Noteworthy Families," whose achievements in modern science have been publicly recorded. Outside his official work Mr. Woodward at all times has been ready to help in movements tending to the advance of education and culture. He was President of the first Vine and Fruit-growers' Association formed at Toodyay in 1893 and instituted the first pruning contest in the year

1894. He founded the first Wilgie Sketching Club, and in 1896 was elected the first President of the Western Australian Society of Arts. In 1891 he promoted the formation of the Western Australian Natural History Society, acting as Hon. Sec.



*Bartletto, Perth.*  
MR. BERNARD H. WOODWARD.

retary for some years and contributing many papers at its meetings. In 1905 he inaugurated the series of free popular lectures on science and art at the Museum with a lecture on "The Aims and Objects of Museums," and has since frequently contributed to these lectures, which have become very popular in fact as well as in name with a large section of the public.

### ZOOLOGICAL GARDENS.

Like all other institutions of a similar character in the State of recent growth, the Zoological Gardens of Western Australia can claim to be second to none in regard to location and in regard to the excellence of their arrangement. The grounds, which comprise 42 acres, are beautifully situated at South Perth, within easy reach of the ferry and fairly accessible from all parts of the metropolitan area. They were opened to the public in 1898, and have since then had an average annual attendance of over 70,000 visitors.

The management is vested in a committee, of which the Hon. Sir Winthrop Hackett is chairman, but the actual control falls upon the Director, Mr. E. A. Le Souef, a member of that family which has been so long and favourably known in connection with zoological work in Australia.

The Gardens have been arranged by him on well-considered plans, with the result that the best effects

from the public point of view have been secured, while every care has been taken with rare and costly creatures, and so far as possible the natural habitat of all the animals has been reproduced.

Amongst the animals bred in the Gardens since their establishment may be mentioned tigers, leopards, dingoes, buffalo, various cattle, deer, and wild swine, whilst many less important animals have also proved prolific. Many birds have also been bred, including ostriches and emus. An excellent supply of artesian water was struck in the Gardens on February 27, 1899, at a depth of 1,860 ft. The flow is estimated at 350,000 gallons per day, and as the water is warm, being 103° at the bore mouth, it is very suitable for keeping up the temperature of reptile and other houses that require artificial heat. In fact, one of the features of the "Zoo" is the Snake House, an excellently arranged and commodious structure, in which the reptiles find condi-

tions most nearly approaching those to which they are naturally accustomed.

Apart from the accommodation for zoological specimens, the grounds are beautifully laid out, and in some measure compensate for the absence of botanical gardens in Perth. Sporting bodies, too, are catered for by a large recreation ground, where cricket, football, and other sports can be carried on, and a series of tennis

courts are available for the votaries of that game.

Children are especially welcomed, and every attention paid not only to their pleasure but to their instruction. Mr. Le Souef is always glad to receive parties and conduct them personally round the Zoo, imparting as he goes a fund of useful and entertaining information. Altogether the Zoological Gardens thoroughly deserve the appreciation that is accorded to them.

### KING'S PARK.

Visitors to Sydney, it is said, are invariably met with the question, "What do you think of our harbour?" Though Perth has no harbour it can show to those who appreciate natural beauty a stretch of river second to none in Australia, and a vast extent of park overlooking it which no Australian capital can even approach. It is one of those great concessions to the public for which the name of Sir John Forrest will ever be revered in Western Australia.

Embracing the whole summit of Mount Eliza, a commanding eminence overlooking the city, the King's Park forms a beauty spot of almost incomparable charm and a lung for the city that will be more and more appreciated as time goes on. It contains upwards of a thousand acres of ground, and while portions of it have been grassed and laid out with trees and flowers, everything has been done to preserve in all their natural beauty the native trees and flora that form so distinguishing a feature of Western Australia. Roadways and paths have been constructed throughout, the main drive, from Havelock Street entrance to Crawley, a distance of nearly three miles, being opened in 1897.

The "May" drive, a distance of three miles, completed in July, 1901, was opened by H.R.H. the Duke of York during the royal visit to the State. This is a particularly fine roadway, opening up the central portions of the Park. On commanding positions, overlooking the river, are two fine pavilions; a charming tea-room on the terraces below the cliff (one of the most attractive spots in the Park) and a very pretty and ornamental lodge at the main entrance have been erected. A caretaker's cottage also stands at the entrance gates, Rokeby Road, in the vicinity of which a further tea-room has been constructed. A third tea-room has been erected near the Queen's Statue.

"The Fallen Soldiers' Memorial," standing to the left of the drive, a short distance from the main entrance, was erected by voluntary contributions and pound-for-pound grant from the Government. It is in memory of the Western Australian soldiers who lost their lives during the South African War. To collect the funds for its erection a citizens' committee was formed in 1900, and competitive designs were invited, Mr. J. White, sculptor Annandale, New South Wales, being the successful competitor.

The memorial consists of a bronze group on stone pedestal, with four bronze panels depicting various scenes during the war, the foundation-stone of which was laid by His Royal Highness the Duke of Cornwall and York in July, 1901. The memorial was unveiled by His Excellency Sir E. A. Stone, Administrator, in September, 1902.

In October, 1903, a very fine marble statue, erected to the memory of the late Queen, was unveiled by His Excellency the Governor, Sir Frederick G. D. Bedford. It is of beautiful workmanship, by Mr. F. J. Wilkinson, the well-known sculptor of Esher, England, and was presented to the State by Mr. Allen H. Stoneham, London.

The Leake Memorial Fountain is of a semi-classic style of architecture, and was specially designed by Mr. J. W. R. Linton, artist, of Perth. It rests on two courses of finely-rubbed bluestone steps. It has four sides, and standing out from each corner is a pier consisting of pilaster, with moulded base and cap, supporting two coloured marble columns with carved caps and bases. There is a finely-moulded cornice running round the whole memorial, which is capped by a solid marble dome, the top of which is 10 ft. from the ground. On two opposite sides of the fountain marble basins project, the water being supplied through nickel-plated taps. The drinking-cups, which are of plain but substantial design, are made of nickelled gun-metal. The whole of the memorial, with the exception of the bluestone steps and coloured marble columns, is made of white Sicilian marble, and covers a space of 9 ft. square. The execution of the work was entrusted to the well-known firm of monumental masons, Messrs. Wilson, Gray, & Co. On the front of the memorial an inscription in lead-letters reads as follows:—

This fountain was erected by the State as a tribute to George Leake, C.M.G., K.C., M.L.A., Premier of the State from 27 May to the 21 November, 1901, and from the 23 December, 1901, to the time of his death, on the 24 June, 1902. It was during his Premiership that the May Drive was opened to the public by H.R.H. May, Princess of Wales, on the 23 July, 1901.

On the reverse side an inscription reads:—

On the second anniversary of his death this memorial fountain was dedicated to the use of the people of Western Australia by Admiral Sir Frederick G. D. Bedford, G.C.B., Governor of this State.

In the way of ornamentation an artificial gully below the first pavilion has been constructed, and is a

great additional attraction. Some beautiful coral, and also many choice shrubs, have been utilized in its ornamentation.

The Park may be reached by tram through Colin Street, and also on the Subiaco side by Rokeby Road. It is open daily from sunrise to 10 p.m.

Throughout the year thousands of visitors take

advantage of the pleasure afforded by a stroll or drive through the Park, and the commanding view from the summit of Mount Eliza never fails to excite admiration.

The control of the Park is vested in a board appointed by the Governor-in-Council. The Honourable Sir John Forrest is chairman, and the Honourable Sir Winthrop Hackett, M.L.C., vice-chairman.

## The Royal Mint.

(PERTH BRANCH.)

Early in 1894 an application was made by the Government of Western Australia to the Imperial Government for the establishment of a branch of the Mint at Perth. The assent of the Lords of the Treasury and of the Secretary of State for the Colonies having been obtained, the Parliament of Western Australia passed an Act entitled "The Perth Mint Act, 1895," by which "there shall be payable to Her Majesty in every year out of the Consolidated Revenue Fund of Western Australia a sum or sums not exceeding in the whole in any year the sum of £10,000, for defraying the salaries, contingencies, retiring and other allowances, and expenses connected with the establishment of the Perth Branch of the Royal Mint," and "all sums by way of fees, dues, or charges lawfully received or collected at the Perth Branch shall be from time to time accounted for and paid over by the Deputy Master . . . to the Colonial Treasurer, to be paid by him into the Consolidated Revenue Fund of the colony."

To meet the cost of treating the increased output of gold, the annuity to the Mint was subsequently raised to £20,000 a year (Perth Mint Act, of August 2, 1899).

On October 13, 1897, Her late Majesty the Queen passed an Order-in-Council, approving a draft proclamation establishing a branch Mint at Perth. This proclamation was published in *The London Gazette* on October 15, 1897, and was promulgated in Western Australia on July 13, 1898. It ordains, among other things, that "the gold coins coined . . . at the branch Mint at Perth shall be deemed to have been issued from our Mint, and shall be current and a legal tender in like manner and to the like extent as if they had been coined and issued in England."

The necessity for having a branch of the Royal Mint, and not a local institution, is due to the fact that coinage is one of the prerogatives of the Crown, and can only be conducted in the British dominions by officers under the direct control of the Lords Commissioners of His Majesty's Treasury. The Mint buildings are colonial property, but the Mint as an institution for the conversion of bullion into coin is in every sense a department

of the Imperial Government. When the application for the establishment of the branch Mint was made, the production of gold in Western Australia was in its infancy, and it was expected that the out-turn of the precious metal would reach a total of £1,000,000 during the then current year, 1894, an expectation which was not fully realized, the value of the metal produced being about £880,000 only. Since that time, however, the output of gold has been increasing rapidly; that for the year 1911 amounted to a little more than £5,131,381.

The main object in view in having a Mint established in the colony was to provide a market where the miner would be able to dispose of his gold at the sterling value of the metal (£3 17s. 10½d. per ounce of gold 11-12ths fine), and would obtain that value after the delay of only a few days, instead of having to make the best bargain he could with his bank or with a private dealer. Prior to the opening of the Mint a miner, who did not care to accept a rough-and-ready valuation of the metal he had won, was compelled to either arrange for it to be sent to one of the existing Mints in Australia, or to some firm of refiners in London or elsewhere. Either alternative involved delay and considerable expense in freight, loss of interest, etc.

The opening of the Mint has, therefore, directly benefited the mining industry and indirectly the State as a whole. When considering the value of the Mint to the State it must not be lost sight of that the form into which most of the metal is converted is one which has advantages over any other shape in which gold can be commercially dealt with. Ingots, except when they bear a Government stamp, as in the case of those issued by the Australian Mints for use in India, and those made at the Mints of the United States, are not saleable without being assayed and reassayed almost every time they change hands. The sovereign, however, is not only the standard of value and the chief current coin of the United Kingdom and of most of the British colonies, but is accepted as bullion throughout the world without question as to fineness.

The Deputy-Master is Captain J. F. Campbell, who has held office since the branch was established.

## Municipal.

### Perth and Environs.

"The Lieutenant-Governor (Captain Stirling, R.N.) had fixed on a site for a town about 12 miles up the Swan River on the right bank, just below the islands, where he intended removing immediately with the whole of the party landed on Garden Island. The town is to be called Perth; there is also another town to be built at the mouth of the river for the convenience of shipping in Gage Roads, near the spot where the party from the ship first established themselves. The number of settlers arrived from England, including women and children, were about 150, making the whole party now at Swan River amount to nearly 300 persons. . . . The soil of the sea-coast was generally sandy, but on arriving at the fresh water in the Swan and Canning Rivers, the banks were rich and the soil capable of producing anything."—(Extract from despatch by Captain Fremantle, October 8, 1829.)

That Captain Stirling did not lack æsthetic sensibility when exercising his choice of a site for the capital is admitted by every visitor to the city as well as by its own inhabitants, who are justly proud of the natural beauties that surround them. The bold headland of Mount Eliza, the noble expanses of water, the distant hills of the Darling Range, all combine to render picturesque the surroundings of the capital. The first stone of the city was laid on August 12, 1829, but town-planning in Captain Stirling's day had not been reduced to an exact science.

To quote from a comprehensive report prepared by the Town Clerk of the city in 1911:—"Perth is unfortunate in having been planned with little foresight of the dimensions it was ultimately to assume or the quantity of traffic which would have to be provided for. No special provision was made for wider streets for the main arteries of traffic—in many cases roads come to abrupt terminations, and little provision has been made for the extension of main roads through other municipal or roads districts to give through communication to the world beyond. Further, there has been no central authority governing the respective subdivisions of North Perth, Mount Lawley, and Maylands, and streets set out in one district come to a sudden termination when they reach the boundary of the next district. The whole question should now be considered from the point of view of the metropolitan area. Main avenues should

be laid out, and where possible streets in one district should be connected with others in the adjoining district. Particularly in Central Perth, the main arteries are even now too narrow, and are destined to prove even more unsuitable as time progresses. A most important task for the committee will be to select arterial lines of communication from the commercial centre to the outskirts, and also main connecting lines between the various suburbs. We can now appreciate in Perth one of the grave disadvantages of the rectangular or draught-board system of town-planning."

To overcome the many drawbacks incidental to city expansion a joint committee, formed of members of the various corporate bodies involved, has been formed. A "Greater Perth" movement has been set afoot, and in time to come the problems attendant on traffic, land subdivision, and the beautification of the city will receive that consideration that is and will be necessary.

The progress of the infant city was, to modern ideas, slow. By the middle of 1837—eight years from the date of foundation—422 town allotments had been disposed of. About 350 houses, valued roughly at about £100 each, had been erected. The type of architecture was archaic. Light and ventilation were little considered. Four walls and a roof seemed to be the standard idea. Even official buildings had no claims to anything but mere utility. This type of architecture ruled for many years, and it can be fairly claimed that not until the third-quarter of the century did the crude, squat, four-square building give place to anything more ornate. The population of the city had reached 524 at the date above mentioned. The infant colony was prospering, and with its prosperity that of the capital kept pace. The price of land had reached £5 per acre, but no signs of a land boom arose with city lots offering at even that price. Public works were carried out till in 1840 came the commencement of the construction of the Causeway, the next year witnessing its completion.

It was not till 1856 that Perth was constituted a city. In those days the Government of the city was in the hands of a body called the Town Trust, but in 1871 The Municipal Institutions Act came into force, and since that date the affairs of the city have been administered by a City Council, with a chairman till 1880, but since then having a Mayor at its head. In 1864 the

city was divided into three wards, and three years later the corner-stone of the present Town Hall was laid by the then Governor, Mr. Hampton, the building being formally opened twelve months later. Telegraphic communication with Guildford was opened in 1871, and later with other country towns. In 1879 the first sod of the Eastern Railway was turned by Governor Ord at the spot close to where is now situated the Horseshoe Bridge in William Street. In 1880 the present Chief Justice, Sir Henry Parker, was elected Mayor. In the following year the railway line from Fremantle to Guildford was opened, a month later mails were dispatched by train along the Eastern line. In December, 1887, the first

begun to live, to move, and these fortunate ones invested in city lots, and the architecture of the city began to change. Little by little the old-time buildings have given way to more modern erections, some classic in their design, some meretricious. But the general taste is being wisely directed in right lines, and time will be when Perth will be a city of noble buildings. The widening of the streets has already been discussed, and it is reasonable to expect that should the appointment of a Municipal Art Commission (as has been suggested) come to pass, the city will in years to come grow into one of the most beautiful in the Commonwealth.

The city proper embraces an area of about four



Telephone Exchange was inaugurated in Perth, and within a month connection made with Fremantle. In 1889 works for the supply of Perth with water conserved in the Darling Ranges were commenced by the Perth Water Supply Company, and completed in eighteen months. A reservoir was constructed on Mount Eliza, and therefrom water supplied by gravitation to the city. With the rush following Bayley and Ford's discoveries of gold at Coolgardie, Perth became a busy city. The old order had begun to change. The calm, placid life of the community was leavened with the yeasty excitement of the never-ceasing flow of gold-seekers. Many of these fortunate in their quest, saw in Perth a place that had

square miles, being bounded on two sides—east and south—by the Swan River, on the west by Subiaco and Leederville, and on the north by Leederville and North Perth, Mount Lawley, and Maylands. The commercial centre may be regarded as being included within the block bounded by Milligan Street, Wellington Street, Pier Street, and the River. Beyond this area, of course, there are many places of business, mostly smaller retail businesses and factories. The outer fringe is mainly devoted to residences. Hay Street, regarded at present as the main business thoroughfare, is narrow and constricted as to traffic, a double line of trams rendering vehicular traffic cautious. In this street are located the

present Town Hall and many fine public and mercantile buildings, from the Mint in the east to His Majesty's Theatre, one of the largest—and coldest—buildings of its sort in Australia. St. George's Terrace—the Rialto of the city—is the finest thoroughfare in the State. Justice can, therefore, be done to the façades of the numerous buildings occupied by banks, insurance companies, and legal practitioners. Here, too, is clubland—the West Australian, the Perth, the Commercial Travellers', and Tattersall's—each having very luxurious and well-appointed premises. The Weld Club, the oldest and most exclusive in the State, is situated in Barrack Street, facing the Government Gardens in one direction and in the other the River, with the Esplanade and Recreation Grounds intervening. Barrack Street runs from the lately reclaimed area on the River to the railway, where it at present crosses on what is known as "the new bridge," but which in turn is to give way to a more imposing structure, rendered necessary by the project for the expansion of the railway premises, wherefore some hundreds of thousands of pounds' worth of land in the city have been resumed from east to west of the municipality. This project for the improvement of railway facilities in the city is to be carried out by the Government of the State, and involves the closing of streets and reforming of others, demolition of large numbers of buildings, the erection of overhead bridges, etc. A large area in the western part of the city has lately been resumed for the purpose of erecting markets and refrigerating premises, those at present in existence having been outgrown by the city's needs.

Although the city is fairly well provided with "lungs"—Russell, Weld, and Delhi Squares, Queen's Gardens, public gardens, and various other open spaces for recreation—there is a desire for more, the proposal made in the Town Clerk's report on the expansion of the city—before referred to—that a "green belt" should be formed around the city, finding favour with many of the citizens.

But the noblest heritage of people is the King's Park, an area of 1,000 acres, which is as Nature made it but for the formation of roads, the erection of statues, heavy artillery, and rest-houses. The abrupt face of Mount Eliza, whose foot is lapped by the waves of the River, forms one boundary of the Park, which spreads in an irregular trapezoid along the River banks. Here in spring-time are to be found—and looked at but left untouched—wildflowers of a thousand hues, from the regal "kangaroo paw" to the modest little ground orchid. The general effect of the vegetation of the Park is such as is suggested in pictures representing life in the Palaeozoic Age, and to many—especially those accustomed to the bush foliage of the British Isles—has a depressing effect. But there is a stern beauty in the scenery that with time grows on one. This Park, though included in the

boundaries of the municipality, is controlled by an independent board of trustees, whose duties are to maintain and preserve intact for ever the people's playground.

Of the public buildings of the city the Mint, the Houses of Parliament, and the Supreme Court are the principal examples. The Government offices are somewhat out of date. The Post Office, Treasury, and Lands Department are all housed in buildings forming part of a block facing St. George's Terrace, Barrack Street, and the Anglican Cathedral. Lately, however, the Federal Government has resumed a large block of business premises in Wellington Street, on which it is proposed to erect a noble structure to house the Post and Telegraph Services.

The River front of the city has been reclaimed from mud flats that have been filled in with material dredged from the River bed, a stone retaining wall having been first built. At the foot of Barrack Street ferry, wharves, and houses have been built, and the club houses of the Royal Yacht Club and Perth Flying Squadron have been brought into the general scheme.

The general revenue for 1911 was set down at £40,291, the expenditure being £43,234. The outstanding loans amounted to £231,800 and the sinking fund to £67,503. During the past year the property of Perth Gas and Electric Light Co. has been purchased, and it is anticipated that a profit on a large scale will be secured during the current year, though, of course, the price paid—about £500,000—has added greatly to the burden of debt. The City Council consists of fifteen councillors, three elected from each of the five wards of the city for a period of three years, one retiring annually. The Mayor is elected annually.

Since the first Act of the Legislature constituting municipalities, the following gentlemen have held the position of Chief Magistrate of the city, until 1880 under the designation of Chairman, and since that date as Mayor:—

#### MAYORS OF PERTH.

1871-3, George Glyde; 1874, George Randell; 1875-7, George Shenton; 1878-9, S. H. Parker; September, 1880, George Shenton; 1880-1, S. H. Parker; March, 1881, George Shenton; 1881-4, George Shenton; 1884-5, George Randell; 1885-8, George Shenton; 1888-91, Dr. Edward Scott; 1891-2, Edward Keane and S. H. Parker, Q.C.; 1893-5, A. Forrest, M.L.A.; 1896-7, Hon. Henry J. Saunders, M.L.C.; 1898-1900, A. Forrest, M.L.A.; 1901, Hon. W. G. Brookman, M.L.C., and S. H. Parker, K.C.; 1901-2, Hon. W. T. Loton; 1902-5, H. Brown, M.L.A.; 1906-7, Sydney Stubbs; 1908-9, T. G. A. Molloy; 1910, R. P. Vincent; 1911-12, T. G. A. Molloy.

The Municipal Council at the present time consists of the following:—

Mayor: Right Worshipful Thomas G. A. Molloy, retires 1912. Councillors: A. W. Berryman (Central Ward), retires 1912; J. Tatham (North Ward), retires 1912; E. W. Hocking (South Ward), retires 1912; D. H. Braidwood (East Ward), retires 1912; J. C. Foster (West Ward), retires 1912; James T. Franklin (Central Ward), retires 1913; James George (North Ward), retires 1913; Ebenezer Allen (South Ward), retires 1913; L. R. Butt (East Ward), retires 1913; Hugh F. McSorley (West Ward), retires 1913; F. R. Rea (Central Ward), retires 1914; S. Gibson (North Ward), retires 1914; J. L. Ochiltree (South Ward), retires 1914; J. E. Ledger (East Ward), retires 1914; Walter Simpson (West Ward), retires 1914. Auditors: O. L. Haines, retires 1912; and W. C. Byass, retires 1913.

Traffic facilities are supplied mainly by an electric tram service connecting with the various suburbs. In 1898 a concession to construct tramways within the municipality was granted by the City Council, and in the following year the work of construction from the east end of Hay Street to Thomas Street was commenced and completed. The suburbs followed

suit, granting concessions on somewhat similar terms to those conceded by the City Council. The establishment of the service has done much towards the expansion of both city and suburbs, but, nevertheless, there has been for

a considerable time a feeling that the service should be owned and controlled by the people. Negotiations for the purchase by the City Council of the works within their boundaries were entered upon, but came to naught. Eventually the Scaddan Government came to terms with the Company owning the concession, and, subject to Parliamentary approval, purchased the whole system, city and suburban. The beginning of 1913, it is anticipated, will see the service under the control of the Government.

A frequent train service supplies the eastern and western suburbs, as well as Fremantle and Midland Junction, with ready access to the metropolis, while for casual excursions in all directions private enterprise provides motor-cars of up-to-date pattern.

Of the future of Perth who shall prophesy? Twenty

years have seen the city grow from a village to a city worthy of the name. Given the fulfilment of the project of a "Greater Perth," future generations shall see a city spread for many miles along the banks of the Swan, with modern systems of sewerage and water supply, fast and frequent trams in all directions, widened streets, noble public buildings, wide-

spread open spaces, and, it is to be hoped, that live sense of municipal responsibility without which progress can only be the result of duties perfunctorily performed, and not prompted by that pride that goes before success.



WILLIAM STREET, PERTH.

THOMAS GEORGE ANSTRUTHER MOLLOY, the Right Worshipful the Mayor of Perth, was born at Toronto, in Canada, on October 4, 1852, being the elder son of the late Mr. John Molloy, of the 22nd Royal Welsh Fusiliers, who was engaged in active service in the Crimean war and in the Indian Mutiny of 1857. In 1862 Mr. Molloy, sen., with his family decided to make his home in Western Australia, and died here in

1881. The subject of our sketch received his scholastic training at the Christian Brothers' School, Perth, and on the completion of his education turned his attention to commercial pursuits, gaining an introduction at the hands of Mr. Henry Saw. He afterwards joined Mr. J. T. Riley, late of St. George Terrace but now of Northam, and at a later date became Manager of the Co-operative Stores at the corner of Barrack and Murray Streets. In this position he

was so successful that in 1870 he was enabled to purchase for £900 on behalf of the Society the whole block running down Barrack Street from Murray to Wellington Streets. At the end of 1873 Mr. Molloy relinquished the control and left the State for South Australia, remaining there about eighteen months, during which he gained further mercantile knowledge in and round Adelaide. Returning to the West in 1875 he immediately set up in business for him-



self, speculating in land. Foreseeing that great expansion must necessarily take place in Perth he invested largely in landed properties, purchasing the interests of the late Mr. James Graves in various hotel ventures, and afterwards building the



*Bartletto.* *Perth.*  
MR. THOMAS G. A. MOLLOY.

Hotel Metropole in Hay Street. To this he added by erecting the Theatre Royal on the block adjoining, and having acquired land farther west in Hay Street he erected His Majesty's Hotel and Theatre. The Theatre Royal was remodelled in the year 1912 at a cost of £9,000, in fulfilment of conditions of lease made with Mr. C. Spencer, of the Sydney moving-picture firm. In the midst of business cares Mr. Molloy has also found time to turn his attention to Parliamentary and municipal work, and for the past twenty-seven years has in one capacity or another represented his fellow-citizens. On the introduction of responsible government in 1891 he was elected the representative of Perth in the Legislative Assembly, and held that seat during the term of the Parliament. At the elections of 1894, not being able to support the policy of free, secular, and compulsory education which was then a burning question, he was, in common with the other members for Perth, defeated at the

polls, and has not since held Parliamentary office. In 1884 he was elected to represent West Ward in the City Council, and from that time onward, with a few trifling breaks, has been a member of that body, first as a Councillor for the Ward mentioned and latterly for the Central Ward. He has also on three previous occasions been Mayor of the city, a position he is now holding for the fourth time. In municipal life Mr. Molloy has always set his face against allowing public utilities to get into the hands of private companies and become monopolies. The gas and water supply, transport facilities, drainage, and sewage he has firmly contended should be the property of the municipality, and that whatever profits may be derived therefrom should be used to lessen the burden of taxation. To this end, when Mayor of the city some two years ago, he took steps to terminate the concession owned by the Perth Gas Company, and pushed the matter forward so well that this valuable business became the property of the citizens in the year 1912. He further strenuously opposed granting the concession to the Perth Tramway Company, but was overruled by the majority of the Councillors. He is still, however, of the opinion that events will prove his contention to have been right. In the matter of facilities for free exercise and recreation for the people he has been specially interested, an instance of which is to be found in his successful fight to prevent any charge being made for admission to sports and other gatherings held on the Esplanade. In the first year of his mayoralty he secured a sum for the erection of free public baths on the river, and suggested a site below the King's Park near the Swan Brewery. However, after considerable discussion and opposition from the Park Board and other interested parties he found himself unable to carry his suggestion out so far as regarded that particular position. Other localities offered were in the opinion of the Council unsuitable, so that the dream of free-bathing facilities for the people is as yet unrealized. In politics the Mayor has been a consistent Liberal, leaning at times even toward radicalism. When in Parliament he advocated manhood suffrage and the extension of the franchise to women, as well as the removal of all possible restrictions upon voting at elections, all of these matters at a later stage becoming

the subject of legislative enactment. In industrial affairs he is favourably disposed toward the workers, whom he acknowledges as his strongest supporters. He was appointed a Justice of the Peace in 1895. Mr. Molloy has been married twice—in 1873 to Amelia Littlejohn Molloy and in 1889 to Mary, daughter of Mr. Patrick Raine, of Perth. By the first marriage there are two daughters and a son (John Joseph); by the second two daughters—Kathleen, now travelling in Bavaria (1911), and Constance, who is at present completing her education in Perth.

WILLIAM ERNEST BOLD, J.P., Town Clerk to the City of Perth, was born at Southport, England, on May 6, 1873. Educated in London, at the conclusion of his scholastic career he went to Scotland, and was for two years apprenticed to electrical engineering. He then returned to London and turned his attention to commercial pursuits, gaining experience in the offices of firms of Australian merchants and shipowners and brokers. In 1896 he came to Western Australia, and entered the City Council's office as assistant to the then Town Clerk (Mr. W. E. Victor, J.P.). On December 1, 1900, he was appointed



*Bartletto.* *Perth.*  
MR. WILLIAM ERNEST BOLD.

Acting Town Clerk owing to the resignation of his predecessor (Mr. H. E. Pethrith, LL.B.), and nine months later the permanent appointment was conferred upon him. Mr. Bold was appointed a Justice of the

Peace in 1906. He married in 1907 Miss Nellie C. Jeffrey, of Eaglehawk, Victoria.

Councillor **DUNCAN HENRY BRAIDWOOD**, representing East Ward in the Perth City Council, is a son of the late Mr. James Braidwood, of Glasgow, Scotland, and latterly of Perth. He was born at Portland, Victoria, on August 29, 1856, and having concluded his studies at a school in Hamilton, at a very early age became his father's assistant in contracting work in the district where he was born. Subsequently he spent about four years in the employ of various contractors at Balmoral and elsewhere, and proceeding to Melbourne while still in his teens joined the firm of Honey and Co., well known in that city, by whom he was sent to South Australia. Here, by proving himself worthy of every position of trust in which he was placed, he rose to the post of Manager for the Company, which he eventually resigned to start in business on his own account. For eight years he carried on successfully in the building trade in the Central State, his contracts being chiefly for the construction of roads and bridges. In 1893 he came to Western Australia, and continuing in the same calling built a fine warehouse for the firm of D. & W. Murray at Perth. He also contracted successfully for the first post-office building at Coolgardie, at a later date being employed in the erection of the present splendid premises, the cost of which ran into £13,000. Turning his attention to the mining industry Mr. Braidwood went to London in 1896, and was concerned in the flotation of several mining companies, but on his return once more took up contracting and completed the Warden's Court at Coolgardie, also building the Denver City Hotel. His connection with municipal affairs began in 1905, when he successfully contested the Central Ward of the Perth City Council, afterwards resigning his seat when called away from the capital by stress of business matters. He became a candidate for East Ward in 1909, and on this occasion was returned at the top of the poll. Mr. Braidwood married in 1886, and has one son and two daughters.

Councillor **LEWIS RICHARD BUTT**, representing East Ward in the Perth City Council, is a son of

the late Mr. William Adlam Butt, of Melbourne, and was born at Ballarat, Victoria, on November 22, 1867. He was educated in his native State and during his youth was initiated into the baker and pastry-cook's calling, at the age of eighteen entering into business on his own account at Fitzroy. In 1875 Mr. Butt came to Western Australia and established himself in Perth as a wholesale pastrycook, and has been successful in obtaining a large patronage among the leading members of the community. Since 1910 Mr. Butt has filled the seat for East Ward in the Perth City Council, during which period he has displayed a good grip of the management of municipal affairs. He is a member of the Masonic fraternity, holding office in the craft, and is also associated with the Independent Order of Oddfellows. Mr. Butt married a daughter of the late Mr. Christian Levitzke, of Victoria, formerly of Poland, and has a daughter.

Councillor **JAMES CHARLES FOSTER, J.P.**, who holds the seat for East Ward in the Perth City Council, is a son of the late Mr. W. H. Foster, one of the early pioneers



*Bartletto, Perth.*  
MR. JAMES CHARLES FOSTER.

of Western Australia. He pursued his scholastic studies in Perth until at fourteen years of age he entered upon farming pursuits at Northam, where he continued for twenty-five years. Relinquishing this occupation he became engaged in business

operations at Kelmscott for three years, at the end of which period he came to Perth and opened the Royal Hotel, the proprietorship of which he retained for ten years and then retired from active business pursuits. He was first elected to the Perth City Council about 1895, and with the exception of a break of about two years has occupied a seat in this body ever since. A useful, conscientious member, he devotes the greater part of his time to the affairs of the Council, turning for needful recreation in the summer time to yachting on the River Swan and in the winter to driving, of which he is very fond. He is owner of the 14-footer yacht "Wonga" and is a member of the Flying Squadron Yacht Club. Mr. Foster is a Justice of the Peace and a member of the St. John's Lodge in the fraternity of Freemasons. He is a widower and has a surviving family of three sons.

Councillor **JAMES THOMAS FRANKLIN**, representing Central Ward in the Perth City Council, is a son of the late Mr. James Franklin, of Middlesex, England, in which county the gentleman under review was born on October 25, 1854. Arriving in New South Wales with his parents when only two years of age, he received his educational training at various public and private schools, and subsequently joined his father in the building trade. He displayed great aptitude in this business and before reaching man's estate had carried out some very large contracts in the Mother State on his own account. With the exception of a brief period (when he acted as Inspector of Government Buildings) he continued his calling in New South Wales until the year 1883, during the latter part of this period entering into partnership with Mr. James Finlay, who afterwards joined him in Western Australia. Mr. Franklin established himself in business in Perth upon his departure from the Eastern State, and from his arrival has been successful in obtaining a large share of public patronage. His partnership with Mr. Finlay, now of twenty-three years' standing, is still unbroken, and the firm owns the Enterprise steam joinery and timber business well known in this State. All matters concerning the Government of this country have long commanded his deep and serious atten-

tion, and in 1904 he became a candidate and was elected for Central Ward in the City Municipal Council, and twice received election unopposed. Four years later he unsuccessfully contested the North Perth constituency in the House of Assembly. He has taken an active



Bartletto, Perth.

MR. JAMES THOMAS FRANKLIN.

part in Friendly Society work and is a Past Master in the Masonic craft, having been Master of a Lodge in New South Wales as far back as thirty years ago. He is Past Grand Master of the Loyal Orange Lodge and present Grand Master of the Royal Black Institution, which position he has held for six years. A supporter of all forms of healthy outdoor recreation he acts as Patron and Honorary Officer of many of the athletic clubs of the city, and derives pleasure himself from the game of bowls, being a member of the Perth Bowling Club. In 1877 Mr. Franklin married Alice Mabel, daughter of the late Mr. William George, of Castlereagh, near Penrith, New South Wales, and has three sons and six daughters.

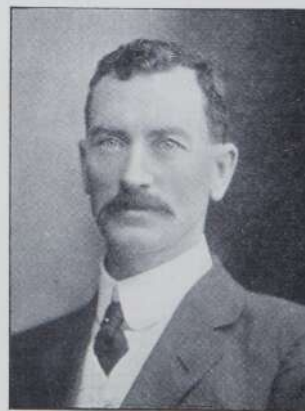
Councillor JAMES GEORGE, representing North Ward in the Perth City Council, was born at Pembrokehire, England, on December 8, 1864. He was educated in his native place, and subsequent to his arrival at Fremantle went to work at the Northampton Mines. In 1905 Mr. George established himself in his present premises in William Street. He was first elected to

a seat in the Perth City Council as representative for North Ward in 1904, since which time he has twice received re-election unopposed. He is a member of the Masonic craft, of which he is a Past Master, and is also a Past Master of the Protestant Alliance Friendly Society, holding the high office of Grand Trustee of the Alliance in Western Australia.

Councillor SIDNEY GIBSON, representing North Ward in the Perth City Council, was born at Castlemaine, Victoria, on June 20, 1876, and is a son of the late Mr. William Hastie Gibson. He was educated in his native place, and leaving school at an early age entered upon seafaring pursuits for five years. Arriving in Western Australia upon the termination of this period he became engaged in the work of a carpenter and allied trades, in which he had received initiation while still a lad, and spent some time on the eastern goldfields, obtaining a large share of the early Government building contracts there. While on the fields he was one of the founders of the Filter Press and Cyaniders' Union in Boulder, and always took a deep interest in matters of political importance from a Labour point of view, acting as delegate to the Australian Labour Federation Central Executive from the Goldfields District Council. In April, 1910, Mr. Gibson came to Perth and established himself in business as a builder and contractor. He became a candidate for municipal honours when a vacancy occurred by the retirement in 1911 of Mr. Lander, who was entering upon the wider sphere of politics. A supporter of athletics generally, Mr. Gibson was well known in his younger days on the eastern fields as a participator in various forms of sport. He was married in Perth in 1898 to Catherine, daughter of Mr. S. Wennstrom, of Creswick, Victoria, and has two daughters. He resides at 4, Cavendish Street, Highgate Hill.

Councillor JACK LEARMONTH OCHILTREE, J.P., A.R.V.I.A., architect, of Perth, is a son of Mr. T. E. Ochiltree, of Melbourne, and was born at Ballarat, Victoria, on April 25, 1870. He acquired his scholastic training at the Ballarat College and subsequently at the Haw-

thorn Grammar School, and at the termination of his studies was articled to the late Mr. Alfred Dunn, one of Melbourne's leading architects. Having decided to come to Western Australia, when his indentures were completed he sailed for Fremantle, and after arrival joined the architectural branch of the Existing Lines Department of the Government Railways, where he continued for three years. Proceeding to the eastern goldfields he opened in practice at Coolgardie and Kalgoorlie, and carried on with marked success until the end of 1900. During this year he left the fields to join the fifth contingent bound for the scene of the Boer war in South Africa, having previously held rank as Senior Lieutenant of the Goldfields Battalion. He served at the front for about two years, being present at several engagements, and had the honour to be mentioned in despatches, besides receiving the King's Medal and the Queen's Medal with five bars. While on active service he was promoted to the rank of Captain, and went on the retired list of officers with that rank upon his return to Western Australia in 1902. Settling in Perth, he started professional practice, and has continued without a break ever since, devoting himself chiefly to work of a



Bartletto, Perth.

MR. JACK LEARMONTH OCHILTREE.

general character. Among the large erections which may be placed to his credit are the Western Australian Club Buildings, the very large factory built at West Guildford by Messrs. Cumming, Smith, & Co., and most of the large pastoral homesteads in the

Nor'-West and Geraldton districts. Mr. Ochiltree has made a close study of municipal government and management, and for over six years has held a seat on the Perth City Council, at the present time representing South Ward in that body and holding office as Chairman of the Works Committee. He is a member of the Masonic and Western Australian Clubs, and in his younger days devoted himself to various forms of outdoor sport, distinguishing himself especially as a champion in amateur running events. In 1903 he married Mary Rose, daughter of the Honourable W. T. Loton, of Perth, and has a son and two daughters.

Councillor FRANCIS RUPERT IGNATIUS REA, representing Central Ward in the Perth City Council, is a son of the late Mr. James Rea, solicitor, of Bendigo, Victoria, where the subject of this memoir was born on February 8, 1867. He received his education at St. Patrick's College, Melbourne, where he remained until he was nineteen years of age, and although at first it was intended that he should follow the profession of his father, this idea was eventually abandoned and he became attached to the firm of Messrs. Farrell and



Bartletto, Perth.

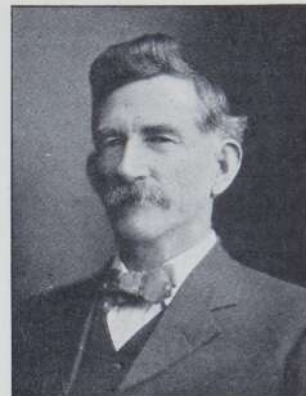
MR. FRANCIS RUPERT IGNATIUS REA.

Tynah, the principals of which were related to him. Leaving this connection he joined the staff of the well-known firm of T. K. Bennett and Woolcock, of Melbourne, with whom he was associated for many

years. In 1893 he left his native State for Western Australia, and proceeding to the goldfields had an adventurous career as a prospector, with a considerable amount of success attending his efforts. Less prosperous days succeeded, however, when his varied experiences in all departments of the mining industry proved of little avail in winning anew Dame Fortune's smile, and he was by turns miner, manager, and owner. He came to Perth in 1904 and established a thriving business, and subsequently gained a large connection as purveyor for the city, apart from the ordinary course of his other trading operations. As far back as 1890 Mr. Rea was closely identified with the Trades and Labour Council in Victoria, but although still democratic in his opinions, he is inclined to favour the Liberal view of politics. He has always displayed a keen interest in public affairs, but the first occasion on which he sought the favours of the community in any election was in November, 1911, when he was returned to represent the Central Ward in the Perth City Council. He is still largely interested in mining, and though fully aware of the precarious nature of the industry for purposes of speculation, he has sufficient faith in the mineral wealth of the State to continue his support in its development. An advocate of most forms of manly sport, he takes his own recreation chiefly in motor-boating on the Swan River. In 1908 he married Meme, daughter of the late Mr. Charles Edwards, of the Fortuna Hustlers Mine, of Bendigo, Victoria, and has a son.

Councillor WALTER SIMPSON, J.P., representing West Ward in the Perth City Council, was born at Perth, Western Australia, on January 13, 1855, and is a son of the late Mr. James Simpson, who arrived in this State with Sir James Stirling when a lad of fourteen years of age. His mother is the oldest surviving Western Australian native of European descent, the marriage of her parents, Mr. and Mrs. Cockman, being the first celebrated in the early days of the colony, on which occasion the ceremony was performed by the late Rev. F. B. Wittenoom, grandfather of Sir Edward Wittenoom, of this State, and the first Anglican clergyman in Western Australia. Having com-

pleted his educational training the subject of this memoir served some years of apprenticeship to the trade of a currier under the late Mr. B. B. Ranford, the pioneer tanner of the State. He continued in pursuance of this calling for about thirty years and retired in 1900, since



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MR. WALTER SIMPSON.

which time he has devoted the whole of his attention to his official duties in connection with the Independent Order of Rechabites, of which body he is District Secretary for Western Australia. During the whole of his career he has taken an active interest in the public affairs of the city, and as far back as 1885 represented a ward in the Perth City Council. For eight years continuously he served the ratepayers in this capacity, and retired in 1894, only to return to the arena five years later. Since 1899 he has represented West Ward without a break and enjoys the distinction of being Senior Councillor in the Perth municipality, on occasion filling the post of Acting Mayor of the city. He was appointed to a commission of Justice of the Peace in 1901, and occupies various public positions in addition to those already mentioned, being a member of the Lake Monger Board and Hon. Secretary of the Methodist College Trust of Western Australia. For recreation he resorts to the bowling green and is a member of the Royal Park Bowling Club. In July, 1878, he married Annie, daughter of the late Mr. John Place, of Fremantle, and has two sons and two daughters.

Councillor JOSEPH TATHAM, representative of North Ward in the Perth City Council, is a son of Mr. Thomas Tatham, Bishop Auckland, County of Durham, England, and was educated at the Barrington Bluecoat School in that town. He began life as an apprentice to the building trade, and in 1885 came to Western Australia. In 1887 he went to Melbourne, four years later returning to the Western State. He next left for South Africa, where he remained until the time of the Jamieson Raid, subsequent to which he returned to Western Australia, having first revisited the scenes of his youth in England. For five years he filled the post of Engineer's Inspector to the Perth City Council, at the end of this time being promoted to the management of the Perth Municipal Stone Quarries, from which position he retired to enter the office of the City Building Surveyor, where he remained for nearly four years. In 1907 he was transferred to the Health Department in the capacity of Inspector, having previously obtained the certificate of the Royal Sanitary Institution. His first connection with the City Council began in 1909, when he contested the seat for North Ward and defeated the sitting councillor, Mr. E. F. Brady. Mr. Tatham is a member of the Masonic craft, and holds the office of Past Master in the Lodge of Emulation, No. 7, W.A.C.

WILLIAM POPE SEED, M.R.C.S. (Eng.), L.R.C.P. (Lond.), is a son of the late Rev. William Seed, of Colchester, England, and was born at Boston, in Lincolnshire, on July 29, 1868. Upon leaving Kingswood School, at Bath, where he received his scholastic education, he studied for the medical profession at the Middlesex Hospital, subsequently being awarded his diplomas in 1896. Having practised in London for a year, he sailed for Western Australia, and proceeded direct to Coolgardie to fill the appointment of district officer in charge of the local hospital. He continued at this mining centre until 1904, when he returned to London to augment his experience in the most modern methods of medical treatment at one of the leading hospitals. After a year's absence Dr. Seed established himself in professional practice at Perth, and in 1908 was appointed Medical Officer for the city, a position which carries

with it considerable responsibility, involving the supervision of all matters connected with the general health of the community. He is a member of the staff of the Children's Hospital and occupies a seat on the Board of the Deaf and Dumb Institution, besides which he is connected with the governing bodies of a number of charitable institutions, and is a member of the Royal Sanitary Institute of England. Dr. Seed married in 1908 a daughter of Mr. Henry Blake and granddaughter of Chief Justice Blake, whose name is prominently associated with the early history of Queensland.

RICHARD PAUL VINCENT, who holds a commission of Justice of the Peace for the whole of Western Australia and Queensland, is a son



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MR. RICHARD PAUL VINCENT.

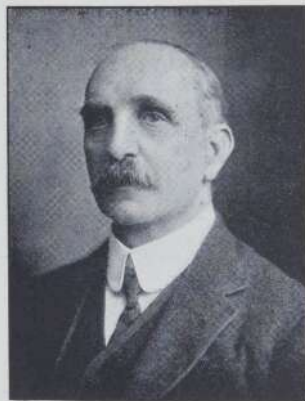
of the late Mr. Richard Paul Vincent, of Melbourne, and latterly of Perth. He is a Victorian by birth, the place of his nativity being

Castlemaine, where he was born on May 21, 1857. He was educated chiefly at private schools in Victoria, and at the close of his scholastic career was initiated by his father into the contracting business, for which he displayed considerable aptitude. He made an early start on his own account, and continued in this calling until 1893, when he sailed for England and took up his residence in London for five years, during which period he was engaged in the export business. Upon his return in 1898 he called at Western Australia and remained for a short time, taking up a few contracts, and afterwards continued his journey to Queensland. While resident in the latter State for four years he obtained some important Government contracts, and upon the conclusion of these left again for London in 1903. About this time, in conjunction with his brother (Mr. W. H. Vincent), purchase was made of the large hardware business of Messrs. McLean Brothers & Rigg, and Mr. Vincent returned to Western Australia to take up the duties of managing partner, in which capacity he has acted ever since, his fine business qualities finding full scope in the control of the varied operations of this important concern. He also joined his brother (Mr. W. H. Vincent) in the building and contracting firm which has been carried on in addition to the wholesale hardware emporium. The gentleman under review has always taken a keen and highly-intelligent interest in the welfare of his adopted country, although he has never allowed himself to be nominated for Parliamentary honours. He was one of the founders of the National Political League, which was formed in the interests of the Liberal Party and is now merged into the Liberal League of Western Australia, in which he has continued to act on the Executive Council. In 1909 he stood as candidate for the mayoralty of Perth and was elected by a majority of 1,107 votes. In redemption of a pledge given at the election he immediately took steps to aid in the furtherance of the Greater Perth scheme, and to this end called a conference of the five adjoining municipalities. Before the termination of this period of office he was enabled to present to the ratepayers a scheme drawn up by the conference, and which, by a five to one majority, was adopted by referenda in four out

of the six municipalities. In 1911 Mr. Vincent was again nominated for the mayoral office, but suffered defeat by the narrow minority of ten votes. This defeat in some quarters was attributed to the fearless manner in which, being ever a man of independent spirit and a fighter rather than a "peace at any price" adjuster, he administered the laws of the municipality. These he insisted upon having carried out to the letter, which was in some degree resented by a coterie of the ratepayers. Mr. Vincent is a member of the Fire Brigade Board and President of the Philharmonic Society, of which he was the foundation President, being re-elected during the present year. He is associated with the Masonic fraternity, and finds recreative enjoyment on the golf links and the bowling green, holding membership in the Perth and Fremantle Golf Clubs and in three bowling clubs. In 1886 he married Mina Elizabeth, daughter of the late Mr. Thomas Chalker, of Toorak, Victoria, and has a family of two sons and two daughters. Mrs. Vincent died in 1911 at Rotorua, New Zealand, whither she had gone in the hope of recruiting her health.

THOMAS ALFRED SHAFTO, formerly representative for Central Ward in the Perth City Council, is a son of the late Mr. Thomas A. Shafto, of Sunderland, England, and was born at Hartlepool West, County Durham, on January 2, 1864. After pursuing his studies until fifteen years of age he made an independent decision to come to the antipodes, and landed at New Zealand an absolute stranger in a strange land, with total lack of experience and only a few pounds in his pocket. The knowledge gained about his father's store while a lad, however, stood him in some stead, and he obtained employment in Christchurch as assistant in a general storekeeping business, where he remained for nearly five years. At the end of this period, coming to Sydney, he opened a small store on his own account at Newtown, one of the most populous of the suburbs of that city, and met with such success that eventually he became the proprietor of three large businesses in the environs of Sydney. In 1896 he took a flying trip to Western Australia to verify for himself the

promising reports current respecting the rosy prospects open to the pushing man of business, and, well pleased, returned to Sydney with his mind made up to settle in the West. Selling his Haymarket and George Street stores by auction and his Waterloo business as a going concern he sailed for Fremantle, and on the day following his arrival purchased a cordial manufactory in that town. Shortly afterwards he established the Victoria Coffee Palace in Wellington Street, Perth, and after conducting it successfully for a few years sold out and temporarily retired from business. In 1903 Mr. Shafto went to England and spent a year in visiting with his family all the cities of note in Great Britain and on the Continent. Returning *via* America to the land of



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MR. THOMAS ALFRED SHAFTO.

his adoption, he built the present Shaftesbury Hotel, containing sixty rooms, at first intended as a residential house. Being granted an hotel licence, the new hostel soon evidenced its popularity and space became limited. Extensive additions were made, and the total block now covered occupies 200 ft. to Stirling Street and 165 ft. to James Street, while the building comprises over a hundred rooms. Mr. Shafto has just completed the building of the Shaftesbury Gardens, a semi open-air theatre with seating capacity for over 2,000 people, and used chiefly for picture shows. He has in addition large interests in real estate in all parts of the metropolis. He has always taken an active part in matters connected

with the general good of the community, and at an early period of his residence in Western Australia was elected a member of the Perth City Council, holding his seat for twelve years, during which time he was absent from the Council Chamber only on the occasion of his visit to England. Mr. Shafto has held various offices in the Masonic fraternity, of which he is a member. He is very fond of travelling, and considers all sacrifices to that end well repaid by the pleasure and profit he derives from occasional trips to the Eastern States and, when time permits, in wider flights. In 1894 he married Christina, daughter of Mr. Robert Ralston, of Melbourne, Victoria, and has two sons.

HENRY ROWLEY, M.I.E.E.F.C.S. (Lond.), City Analyst, National Chambers, Perth, Western Australia, Telephone 729, Cable Address "Yelwor," Reuter's. The subject of this notice was born in South Australia in the early fifties, and was taken overland to Victoria by his parents on the outbreak of the gold discoveries in that State. He thus acquired an early and intimate acquaintance with the vicissitudes of a young Australian's life under pristine conditions, when resourcefulness and self-reliance were necessary assets in those days of wild excitement, adventure, and bushranging. He acquired his scholastic training at various denominational schools, and, having concluded his studies at the Church of England Grammar School, at fourteen was apprenticed to Messrs. Vivian & Company's Castlemaine Foundry, where he remained for seven years. After being employed for a further ten years as journeyman in practical mechanical work such as boiler and engine-smithing, engine-fitting, etc., he proceeded to Melbourne, where constant employment, better educational facilities, and a more congenial environment allowed scope for his energies and desire for knowledge. While following his daily avocations he attended evening lectures at the University of Melbourne and technological classes, and received the benefit of special private tuition from Professors Newbury and Andrews in physics and mathematics. He also assisted in the experiments and chemical investigation of the Newbury-Vautin chlorination process for

gold-extraction, which has since been superseded by cyanide processes. Having a sound knowledge of practical mechanics and some experience in applied science, the advent of electric lighting and power obtainable from the varied combinations of electrical magnetism and chemistry provided him with a wide field for original research, and he was selected to take charge of the electric light department (then in its infancy) of the Victorian railways. The continued advancement of this branch of industrial science necessitated close application to the study of kindred branches in physics and chemistry, and in order to perfect himself in the many phases of an electrical engineer's requirements he fitted up a private mechanical workshop and chemical laboratory, in which he was able to make many interesting experiments and inventions, to which latter the Patents Office gives ample testimony. After many years' strenuous activity in responsible positions Mr. Rowley decided to take advantage of his large connection and establish himself in private practice as consulting electrical and chemical engineer and metallurgist. In 1896 he officially visited the eastern goldfields in Western Australia, and as a result entered upon the practice of his profession in Perth, where he has

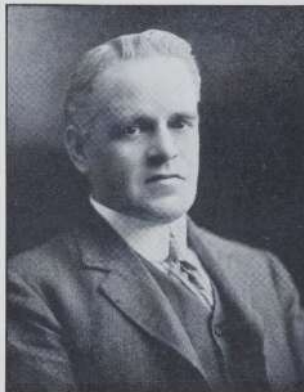


*Bartletto.* *Perth.*  
MR. HENRY ROWLEY.

continued ever since, and has made his influence widely felt both in home institutes and in scientific circles. Mr. Rowley is a member of the Society of Public Analysts, London, a member of the Royal Sanitary

Institute, London, and practises in Perth as a consulting electrical and chemical engineer and metallurgical analyst, and bullion and check assayer, in addition to his appointment as City Analyst, which took place in 1900.

**JAMES WIGGLESWORTH**, Secretary of the Perth Gas and Electric Light Company, is a Yorkshireman, having been born at the historic capital of that country in the year 1870. He pursued his scholastic studies at the Manor School in his native City, and at a later date entered upon mercantile life in the York Electric Light and Gas Company with which he remained for about twelve months. In 1885 he came to Western Australia and formed his early connec-



*Bartletto.* *Perth.*  
MR. JAMES WIGGLESWORTH.

tion with the Perth Gas and Electric Light Company Ltd. In 1895 he occupied the position of accountant, ten years later taking over the responsible duties of Secretary, and when the concern was purchased by the Perth Council Mr. Wigglesworth was prevailed upon to continue in the service of the municipality. He is a Past Grand Steward of the fraternity of Freemasons in Perth and has a seat on the Committee of the Masonic Club, of which he is a member. He also holds membership in the Perth and Western Australian Clubs.

**HERBERT BROADBENT**, M.I.C.E., A.M.I.Mech.E., Manager of the Electric Light Department,

the Perth Gas and Electric Light Company, was born at Ashton-under-Lyne, Lancashire, England, in the year 1868. He was educated at the Anglo-French College in London and subsequently apprenticed to the engineering profession with Messrs. Scott & Hodgson, of Guide-



*Bartletto.* *Perth.*  
MR. HERBERT BROADBENT.

bridge. In pursuance of his calling on three separate occasions he went to Portugal, where he was engaged in the erection of various works of machinery, and at a later period became associated with Messrs. Holmes & Co., electrical engineers, Newcastle-on-Tyne. Subsequently he was transferred to their London house and continued in the service of this Company for about four years. Leaving their employ, he spent three years at Nicaragua, in Central America, erecting some large works for Messrs. Merilles, Watson, & Co., a large engineering firm of Glasgow, and upon the completion of this period became identified for a time with the staff at their headquarters in Scotland. A term of service followed as erecting engineer at the Sunderland Electric Light Station, and in 1896 Mr. Broadbent was requisitioned by his original firm, Messrs. J. H. Holmes and Co., to come to Western Australia to erect the first instalment of the present electric light plant. He acceded to the request, and in the following year, having completed the erection and received the guarantee for that Company, he became connected with the Perth Gas Company, which had bought out the small concern then existent that had not

reached the stage of supplying electric light. Successfully inaugurating this department he undertook its personal control, and has continued in the discharge of its duties ever since, having transferred his services to the municipality when the company disposed of its interests to the Perth Municipal Council in

1912. From the original plant of a few hundred horse-power the business has expanded to such an extent that about 5,000 horse-power is now necessary to supply the present-day wants for electricity. The former directorate on two occasions sent Mr. Broadbent to London to purchase new plant, and during each trip,

both of which extended over six months, he was given *carte blanche* in the exercise of his commission. The gentleman under review is a member of the English Institution of Mechanical Engineers and of the Institution of Electrical Engineers. He is also a member of the Western Australian Institute of Engineers.

## Fremantle.

To the new arrival the town of Fremantle offers the suggestion that it was dumped down haphazard on the nearest piece of shore to the roadstead where lay the vessel which brought the first batch of settlers. The extreme narrowness of the streets gives no opportunity for the display of architectural grandeur, while traffic is necessarily impeded and little opportunity given for modern sons of Nimshi to practice traffic-speed regulations.

Fremantle's birth may be said to date from the arrival of the first immigrant ship, the "Parmelia," in 1829. Before the end of that year eighteen vessels had arrived, and during the following year thirty-nine had anchored in Gage Roads. Traffic inland was maintained by a service of boats monthly between the port and Guildford. Fremantle people never lacked enterprise, so it came about that the first newspaper in the colony was published in Fremantle (in 1831), the first horse race run there (in 1833), and the first sea-going craft, "Lady Stirling," built in 1857. It was not till 1850 that Fremantle became the landing-place of the convict settlement at Swan River. The history of the town had little of note outside of official records. In 1883 the Town Hall was initiated by the grace of the Legislative Council, who voted £2,000 towards its erection. The first Mayor was elected the same year, but it was not till four years later that the Town Hall was opened.

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It was in 1892, however, that the breath of life may be said to have first entered the town, for then it was that the work on the harbour was begun. The mouth of the Swan River was opened, a rocky bar that had previously proved an obstacle to shipping being removed, breakwaters were built, wharves constructed, a basin and channels dredged, till in 1898, after the expenditure of over £1,000,000 sterling, the N.D.L. steamer "Prinz Regent Luitpold" berthed in the harbour, being followed a few months later by the "Friedrich der Grosse," of 10,500 tons. Fremantle had leaped at a bound from a

coastal to an international port; But to-day, despite further accommodation having been provided, the business of the port has outgrown the capacity of the harbour, and a movement is now afoot to provide for extension on a large scale. As showing the rapid increase in the amount of cargo handled at the port and the necessity for increased berthing



Photo by C. E. Farr.

HIGH STREET, FREMANTLE.

and other facilities, it may be pointed out that whereas 493,708 tons were dealt with in 1910, in 1911 these figures had jumped to 628,757 tons. Assuming that this rate of increase is maintained annually—and there is little reason to believe it should not be—within very few years the million-ton mark will be reached. Granted good seasons, with the large increase of area put under wheat annually, Fremantle must set her house in order for the facile handling of the stream of produce that will pour into her lap for export



from the interior of the State, to say nothing of the yearly increasing freights of machinery and other goods from oversea. Records show that in 1907 only 33 tons of wheat were exported; in 1908, 3,127 tons; in 1909, 14,774 tons; in 1910, 46,810 tons; and in 1911 about 50,000 tons, despite the comparative failure of crops from a shortage in the annual rainfall.

The year of the opening of the new harbour saw the port provided with a water supply commensurate with her development. Hitherto the supplies had been mainly from privately-owned wells, but in 1898 the town was reticulated and a supply laid on wherever required.

It was not till 1906 that Fremantle was provided with an electric tram and lighting service. The system, unlike that in Perth, is not privately owned, but is under the control of a board composed of leading businessmen and members of the various municipalities interested.

The problem of crossing the river was solved by the reconstruction of the North Fremantle Bridge, and the elimination of the "camel's back," which had hitherto proved an obstacle to road traffic.

Fremantle had a rate roll of £17,334 for the year 1911, for which year the expenditure was £22,181. The

mayoral report for last year shows that one of the most thriving concerns in which the municipality is interested is the fish market, where the humblest buyer may purchase a single fish or the big buyer a whole catch. Sales amounting to over £19,000 were effected last year at the markets, that being appointed as the only place for inspection of fish before sale.

The municipality has been remarkably successful in catering for the amusements of the people. A popular summer resort has been established at South Beach, and municipal baths are well appointed and maintained.

The future of the State is largely bound up with that of Fremantle. The prosperity of one means the prosperity of the other, and with the construction of the Trans-Australian Railway, the extension of harbour facilities, and the establishment of the naval base now in course of construction, Fremantle may well maintain the title of "The Gateway of the Golden West."

The population of the municipality is just under 20,000. Mr. F. J. McLaren is the present Mayor, and Mr. Henry T. Haynes the Town Clerk. The board elected to manage the tramway system consists of Messrs. R. J. Lynn (chairman) and E. H. Fothergill and the Hon. W. C. Angwin, M.L.A.

**FREDERICK JAMES McLAREN, J.P.**, Mayor of Fremantle, was born near Clare, South Australia, on July 6, 1873, and is a son of Mr. Donald McLaren, now of Fremantle. He was educated at Canowie, in the Central State, and leaving school at the age of fourteen became identified with farming pursuits for about six years. Tiring of the monotony of country life, he removed to Quorn and established himself there in the tobacconist and hairdressing business, leaving after three years to open in the metropolis, where he carried on a similar business for some time. In 1901 he came to Western Australia and settled at Fremantle, and before a very long period had elapsed was proprietor of the leading tobacconist business at that port. In 1907 he contested the West Ward in the Fremantle Municipal Council and topped the poll against an opponent who had sat for nearly twenty years. During the three years' term that he then served he discharged the duties of Town Treasurer, but retired from the Council at the end of that period on account of the too severe demands it made on the time he required for the conduct of his private business. In 1911, however, he was requisitioned to stand for the mayoralty, and acceding to the request was returned unopposed to the chair. Mr.

McLaren received his commission of Justice of the Peace in 1909, and has always proved himself to be possessed of true public spirit, all matters for the advancement of the district commanding his ready support. He holds a seat on the Public Hospital Board and is Secretary of



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MR. FREDERICK JAMES McLAREN.

the Fremantle Trades Association, of which he was president for a time. He is a committeeman of the Fremantle Literary Insti-

tute and was largely instrumental in establishing a free reading-room in connection with that institution. He is a member of the Masonic craft and is Chief of the Fremantle Caledonian Society, in which body he has always taken a deep interest, having been one of the founders of the local branch. His favourite form of recreation is found in the game of bowls, and he is a familiar figure on the Fremantle Green. In 1903 he married Kate, daughter of Mr. William Diprose, of Tunbridge Wells, Kent, England, and has a daughter and a son.

Councillor **JOHN CHARLES BRENNAN**, representative for South Ward in the Fremantle Municipal Council, is a son of the late Sergeant John Brennan, of the Victoria Police Department, and was born at Ballarat, Victoria, on August 20, 1868. He received his education in his native city, completing his scholastic career at the Christian Brothers' College, and leaving school was apprenticed to the cigar manufacturing trade at the house of Messrs. Phillips & Co., of the same place. After twelve years with this firm, for the sake of gaining wider experience he obtained a position with Messrs. Jacobs, Hart,

and Co., of Melbourne, and, having continued in this connection for some considerable time, determined to take a further flight to the Western State. He arrived at Perth on June 15, 1891, and on the following day secured the appointment of foreman with the firm of Dixon & Co., subsequently being the first in the State to manufacture cigars. After two years he resigned from this service in order to join a party of friends in a speculative venture on the Murchison goldfields, but shortly after arrival abandoned this enterprise to combine with Mr. P. Nolan in procuring and supplying produce and foodstuffs for the requirements of the miners. This merchandise they shipped from the Eastern States and landed at Geraldton, and such was the high rate of living in these remoter regions that they were able to obtain quite phenomenal prices for their goods, potatoes alone bringing £70 per ton at Cue in 1894. In 1895 Mr. Brennan opened a tobacconist business at Fremantle, and after carrying it on for a short time was approached by his former employers, Messrs. Dixon & Co., and was prevailed upon to return to his old position with them. Within a couple of years, however, he was in business again on his own account as cigar manufacturer in Fremantle, and since that time has carried on successfully, being well known in the commercial circles of the town. Mr. Brennan has always taken an interest in public affairs, and in November, 1909, was elected to his present seat in the Fremantle Municipal Council. Apart from his mercantile and municipal responsibilities, his chief energies are centred in Fire Brigade work, and as a younger man he was one of the noted trophy winners in this connection. He is a member of the Fire Brigades' Board and acts as Secretary of the Western Australian Fire Brigades' Association. A patron of the national sport of football, he is a leading supporter of the Australian game. Mr. Brennan in 1908 married Jane May, daughter of Mr. Philip Griffin, of County Kerry, Ireland.

Councillor RICHARD BEALE CARTER, representing East Ward in the Fremantle municipality, is a son of the late Mr. J. Carter, of Newton-Abbot, Devonshire, Eng-

land, and was born at that town on September 3, 1863. He was educated at Weston College, Bath, Somerset, England, and upon the completion of his scholastic course engaged in a commercial career with the firm of James Spence & Co., of St. Paul's Churchyard, London. While here he received the offer of a position from the firm of William Whiteley & Co., the noted universal providers of London, and subsequently passed from their employ into that of Messrs. Charles Jenner & Co., of Edinburgh. Having obtained an excellent working knowledge of his business, Mr. Carter crossed the seas to Dunedin, New Zealand, and there joined in partnership with his brother, Mr. S. H. Carter, who had established himself



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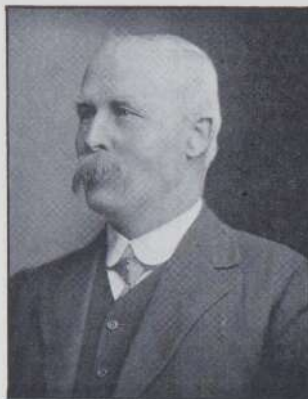
MR. RICHARD BEALE CARTER.

in business in that city. This partnership lasted for five years, at the end of which period, in 1889, he took a trip to England and opened in commercial pursuits on his own account in the town of Blackburn, Lancashire, where he remained for over eleven years. The call back to the sunny skies of Australia, however, proved irresistible, and in 1900 he sailed for Western Australia, and for about seven years carried on a successful business in Wellington Street, Perth. In 1907 he disposed of his metropolitan interests and came to Fremantle, securing premises in a central position in Market Street, and having been for so long a prominent figure in trading circles at once came to the front among his confrères. In 1910 he was elected

President of the Fremantle District Traders' Association, and prior to the 1911 municipal elections was waited upon by a representative deputation and asked to stand for East Ward. According to this request he was returned to the Chamber, and there is little doubt that his extensive business experience will prove of invaluable service in the deliberations of this body. Mr. Carter is connected with the Masonic fraternity, having been a Master Mason for over a quarter of a century; and he has held office as Noble Grand in the M.U.I.O.O.F. In 1886 he married Lucy, daughter of the late Mr. James Grant, grazier, of Perthshire, Scotland, and has seven sons and three daughters.

Councillor JOHN COOKE, J.P., representative of South Ward in the Fremantle Municipal Council, is a son of the late Mr. Roger Cooke, of Talbot, Victoria, where the gentleman under review was born on December 7, 1860. Upon the conclusion of his scholastic studies he engaged in farming pursuits in Victoria, afterwards relinquishing this industry in favour of mining and prospecting in the neighbourhood of Port Darwin, in the Northern Territory. Having sold a property which he had acquired in this district he returned to his native place, where he married, and soon after opened a grocery store at Allandale, Victoria, which he carried on successfully for six years. In 1886 he came to Western Australia, and proceeding to the far north-west opened a store at the Three-Mile, in the Kimberly district, spending what intervals he could spare in prospecting the surrounding country. Success not attending his efforts he returned to Victoria and took up road contracting, at the same time securing an interest in a farming property, and carried on in this way for eight years. At the end of this period he sailed again for Western Australia and established a general grocery store at Mandurah Road, Fremantle, which he has conducted with growing prosperity ever since. Mr. Cooke has always used his influence to advance the interests of the community in which he resides, and for a number of years has occupied a seat on the Roads Board, of which he is now President. In 1906 he was elected by the ratepayers of South Ward to a seat in the local Municipal Council, and has been re-

turned at each subsequent election. He makes a hobby of farming pursuits and holds a 1,000-acre block at Merriden and a poultry farm and orchard some three miles from the city, where he spends most of his leisure. He is a member of the Masonic craft.



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MR. JOHN COOKE.

In 1884 Mr. Cooke married Mary Fife, daughter of the late Mr. James Cable, of Talbot, Victoria, and has two sons and two daughters.

Councillor **BARTHOLOMEW DALY**, representing West Ward in the Fremantle Town Council, is a son of the late Mr. Timothy Daly, of County Kerry, Ireland, latterly of Fremantle. He was born at Lyar, between Killarney and Castleisland, near the spot where his illustrious countryman, Daniel O'Connell, first saw the light. Receiving his early education in his native town he was brought to Australia by his parents while still quite a lad and joined the South Australian Government Service in the Waterworks Department. Subsequently he spent fourteen years at Broken Hill and assisted in the laying of the first water main from Stephens Creek to Broken Hill in connection with Mr. C. Jobson, under whose direction he first turned his attention to contracting work. He accompanied the latter gentleman to Western Australia and after being associated with him in various contracts for two years returned to South Australia, only again to obey "the call of the West" several years later. He entered into

a contract with the Fremantle Smelting Company to supply flux to the smelters and carried out this work during the whole life of the Company, besides taking on carting contracts for the Fremantle Municipal Council. To Mr. Daly must be given the credit of introducing the first slag roads in Western Australia, this material now being widely used in roadmaking all over the State. Mr. Daly first entered the arena of municipal activity in 1906, and as representative of the city ward he finds his time fully employed with the many and varied demands of his office. He is a supporter of the Liberal Party in politics, and is a member of the Council of the Liberal League of Western Australia and President of the South Fremantle Branch of that organization. He is also a member of the Fremantle Hospital Board and was the first Chairman of the United Friendly Societies' Council, being Past Chief Ranger in the I.U.F. He is a great lover of horses and spends much of his leisure time among his equine friends, the fine qualities of which



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MR. BARTHOLOMEW DALY.

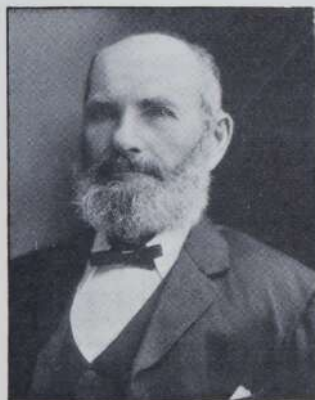
are widely known. Mr. Daly married Norah, daughter of Mr. John Reilly, of County Kerry, Ireland, and has six sons and a daughter.

Councillor **JAMES HEALY**, J.P., representative for East Ward in the Fremantle Municipal Council, was born at Ballynagun, County Clare, Ireland, on October 17, 1870, and is a son of the late Mr. Michael

Healy, of that place. He was educated at the National Schools at Cree and Cooraclare, in his native county, and in his early teens became apprenticed to the softgoods trade in the town of Kilrush. Having continued with the one firm of O'Connor and Co. for nine years, during which he passed through all the departments of the business, in 1893 he severed his connection with the company and emigrated to Australia. Landing in the Eastern States at the time of the bursting of the land boom he suffered with others from the resultant depression of trade, and in 1895 arrived in Western Australia. Here he took a position as assistant teacher in the Christian Brothers' College, Perth, established about a year previously by the Rev. Brother O'Brien, but after a brief period resigned in order to accept a position in his own line of business. In 1898 he opened on his own account in Fremantle, shortly afterwards admitting Mr. Fontaine as partner and extending the field of his operations to the capital. Mr. Healy began his connection with public life in 1905, when he entered the Municipal Council as representative for East Ward, which seat he has retained ever since. The outstanding feature of his useful municipal career has been his determined fight for the replacement of the numerous old and insanitary buildings in the town by structures of modern design, and in accordance with his motion many of the prominent thoroughfares have been greatly improved by the erection of buildings, the architecture of which is a credit to the State. Mr. Healy was appointed to a commission of Justice of the Peace under the Daglish Government in 1906. He is a foundation-member of the Perth Celtic Club and has taken a leading part in the movement to obtain funds to assist the Irish National cause during his period of office as Hon. Secretary to the local branch of the United Irish League. He was also prominent in the civic receptions extended to Messrs. William Redmond, Devlin, and Donovan on the occasions of their various visits to this State. The work of friendly societies commands his warm interest, and he especially devotes himself to the Irish National Foresters, being appointed a delegate from Western Australia to the Australian Conference of that body held in Melbourne in 1904. In 1911 Mr. Healy visited Ireland for the first time since his departure from the land of his birth

eighteen years previously, and spent nearly a year travelling within its borders. In 1898 he married Rose, daughter of the late Mr. John Stokes, one of England's soldiers at the Crimean war.

Councillor **FREDERICK JONES**, representative for North Ward in the Fremantle Municipal Council, is a son of the late Mr. David Jones, of Aberistwyth, South Wales. A Western Australian by birth, his native town is Fremantle, where he has spent the greater part of his life. He was born on November 1, 1847, and there being no schools in those days was almost entirely self-educated. At eighteen years of age Mr. Jones began his training as shipwright, and three years later started on an independent career, during the course of which he has supervised some of the most important shipping repairs ever undertaken in the Harbour of Fremantle. In 1869 he took a position as carpenter on board the ship "Eliza



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MR. FREDERICK JONES.

Blanche" trading east, and upon his return settled down at Fremantle, and ever since has followed his calling at the Western Australian port. Although at times Mr. Jones has turned his hand to the building of convenient small craft for local purposes, his chief attention has been given to repair work for visiting ships and to the business of a floating builder. He was elected to a seat on the local Council two years

after Fremantle was gazetted a municipality in 1886, and during his twenty-three years of service has represented the ratepayers of South, North, and West Wards respectively, and on several occasions has occupied the mayoral office. He is interested in real estate in and about Fremantle and also owns some gardening land at Jandakot. His leisure time is spent in making repairs on his house properties and in working in his garden. He has been connected with the Oddfellows' Order since 1867. In 1875 Mr. Jones married Emma, daughter of Mr. George Cook, of Fremantle, and has four sons and three daughters.

Councillor **CHARLES HENRY BEACONSFIELD ROBSON**, representing East Ward in the Fremantle Municipal Council, is a son of Mr. Horatio Robson, of Adelaide, South Australia, and was born at Southsea, England, on July 29, 1874. His education, begun at St. Jude's School in Southsea, was continued at Victoria Park School, Melbourne, where he arrived with his father when about ten years of age, having called at Western Australia on the voyage out. Subsequently visiting all the Eastern States except Queensland he finished his scholastic studies at Hobart and Sydney. While still a lad he went to New Zealand and spent nearly two years on a sheep and cattle station for the benefit of his health, in 1894 joining his father in business in Western Australia as auctioneers and house, land, and estate agents. Nine years later Mr. Robson took over the whole of the business from his father and entered into partnership with Mr. J. Cox, the firm continuing its transactions from the same offices in Fremantle where it carries on business at the present time. Mr. Robson's municipal career began in 1910, when an opportunity arose for him to contest his present seat, and he has since been able to put to practical purpose some of the knowledge he gained during his previous theoretical study of the management of public affairs. He is a strong supporter of the Liberal Party in politics, and is a member of the Executive of the Liberal League of Fremantle. A genial advocate of all healthy outdoor sport he holds office in the East Fremantle Football Club. Mr. Robson married in 1900, and has a son and two daughters.

Councillor **W. J. SUMPTON**, representative for West Ward in the Fremantle Municipal Council, is a son of Mr. Jacob Sumpton, of Fremantle, and was born at Whitehaven, Cumberland, on February 21, 1874. He received his scholastic



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MR. W. J. SUMPTON.

training at a Board School in his native place, and at the age of fourteen left England for Australia with his parents, landing at Melbourne in 1888. Upon arrival he was apprenticed to the tea-blending business, but that proving injurious to his health he abandoned it, and though only sixteen years of age struck out for himself and came to Western Australia, where he obtained a post with Messrs. Simpson & Co., fruiterers, of Fremantle. He remained in that connection for several years, and eventually took over the business on the retirement of Mr. Simpson. About five years later he was joined in partnership by Mr. George Holmes, and the firm has since attained to the premier position in the port, being sole suppliers to all the shipping companies' agents visiting the place and to the Commonwealth Naval and Military Forces. Distinguished for his active interest in the public affairs of his adopted country, he received election in 1909 to a seat in the Fremantle Municipal Council, where he still acts as representative for the ratepayers of West Ward. His sound advice on matters of finance during a trying period of depression which occurred in 1911 proved of especial value to his fellow-councillors, and

his name is connected in a special way with every movement for the promotion of the public health. He is a member of the Masonic fraternity and a Past Master in the craft. Gardening is his hobby, and while he meets with considerable success in the cultivation of flowers his chief attention is given to the kitchen garden, where he produces particularly fine vegetables. He supports, and to some extent follows up, the games of cricket and football, having been in his youth a very fair exponent of these sports. Mr. Sumpton was married in 1899 and has two sons and two daughters.

Councillor HAROLD WILKINSON, A.I.A. S.A. and V., representative of North Ward in the Fremantle municipality and Town Treasurer for Fremantle, is a son of the late Mr. Charles Wilkinson, a native of Birmingham, England, and an early settler in South Australia. Born at Norwood, in the Central State, on January 9, 1871, he was educated at Mr. Moore's school and at St. Peter's College, subsequently entering the office of Messrs. Ostermeyer, Dewez, & Co., where, after serving for several years



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MR. HAROLD WILKINSON.

he eventually became chief of the office and joint signatory of the firm. Upon the closing of the firm's business in South Australia Mr. Wilkinson came to Western Australia and upon arrival received the appoint-

ment of Secretary to the Fremantle Gas and Coke Company. At a later period he took over the management of the concern, and, having completed about eight years in this employ, in 1909 he resigned his position and opened in business on his own account at Henry Street, Fremantle, as public accountant, stock, share, and mercantile broker. Upon taking up his residence at Fremantle Mr. Wilkinson made a close study of municipal affairs, and simultaneously with his resignation from the company's service he was requisitioned to allow himself to be nominated for a seat in the Council, and in 1909 was returned unopposed. At the beginning of 1911 the Council bestowed upon him the honour of the appointment of Town Treasurer. In 1903 he married Lina, eldest daughter of Mr. G. Degenhardt, of St. Peters, South Australia, and has two sons and a daughter.

OWEN FRANK PAGET, M.D., B.C., J.P., Area Medical Officer to the Commonwealth Territorial Force, is a son of Sir George Paget, K.C.B., and was born at Cambridge, England, on February 17, 1871. He was educated at the Charterhouse School and in Germany, and studied for the medical profession at Cambridge, London, and Paris, eventually taking his degree of M.D. at Cambridge University. After holding various appointments in London, Captain Paget came to Western Australia in 1896 and commenced practice at Fremantle. At the end of two years he visited the Hawaiian Islands and established himself in his profession at Honolulu for twelve months. Leaving this picturesque town he travelled extensively in various latitudes, but ultimately returned to Fremantle and again entered upon practice at this port. Dr. Paget is Medical Officer to the Territorial Corps of Western Australia, in which regiment he holds the honorary rank of Captain. He is also Health Officer for Fremantle, North Fremantle, and surrounding districts, and was for some time associated with the Fremantle municipality as councillor, a position he was compelled to relinquish on taking up the duties of Medical Officer of Health. Dr. Paget evinces a keen interest in all matters affecting the welfare of the town and district, and is honorary consultant

to the local hospital. His sporting instincts are all alive where horses are concerned, and formerly he was a well-known figure at a meet of the Hunt Club. He is one of the original members of the Fremantle Hunt Club and the Polo Club, and is also a keen motorist. He was



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DR. OWEN FRANK PAGET.

married at Albany, in 1896, to Hilda Maud, daughter of the Rev. Astley Cooper, of Buckminster, England, and has a son and two daughters.

WILLIAM MILLS was born at Liverpool, England, on June 22, 1866, and is a son of Mr. Joseph Mills, of the same town. He came to Victoria in 1887, where he remained for eight or nine years, at the end of which time he sailed for Western Australia and settled at Subiaco. Two years later he removed to Cottesloe and here laid the foundation of the present business of Messrs. Mills & Ware, biscuit manufacturers. While resident at Cottesloe Mr. Mills was returned as a member of the first elected Roads Board, retaining the seat for three years, and he was a delegate to the first Roads Boards' Conference held at Bunbury. He resigned from these offices in 1901, in which year he removed to Fremantle, where shortly after his arrival he was a candidate for a seat in the Fremantle City Council. Upon this occasion he failed to secure election, but twelve

months later he was again on the field, this time being the successful candidate for South Ward, and continued to represent the ratepayers for five years, at the end of which time he resigned his seat in 1906. During these years Mr. Mills was one of those responsible for the abolition of the Fremantle Volunteer Fire Brigade, and for securing the passage through the Houses of Parliament of an amended Bill which granted to Fremantle representation on the Board of the Metropolitan Fire Brigade. Much money has since been expended on the local Brigade, with the result that to-day the plant will bear favourable comparison with any of its size in the Commonwealth. Mr. Mills was also one of the original Committee appointed to investigate the tramways and lighting questions, and after acquiring data from all parts of the world, the Committee recommended the municipalization of both projects, a scheme which received the endorsement of the ratepayers, who have since secured cheap fares and lighting at reasonable rates. After resigning his seat for South Ward Mr. Mills took up residence at East Fremantle, where at the request of a deputation he stood for Central Ward and was elected, holding office for five years, at the second election

being returned unopposed. In November, 1911, Mr. Mills relinquished his connection with the Council owing to pressure of private business. He is a Past Master of the Masonic fraternity. His chief recreation is derived from the game of golf, and he is a member of the Fremantle Golf Club; also of the East Fremantle Bowling Club, of which he was first President, continuing to hold that office for two terms. He married Susan, daughter of Mr. Joseph Lee, of London, and has three sons, who are engaged in the business.

The late WILLIAM THOMAS JOHN, who represented the ratepayers in the Fremantle Municipal Council for fifteen years, was a Western Australian by birth, having been born at Fremantle in December, 1854. He was educated at Mr. G. B. Humble's school, and subsequently joined the Telegraph Department under Mr. Fleming, which he left to engage in the pearling industry at Sharks Bay. At nineteen years of age he entered the service of Messrs. W. D. Moore & Co., of Fremantle, with whom he remained for twenty-one years. At the end of this period he purchased the retail gro-

cery and drapery establishment of Moore & Co., and traded for some years as Messrs. John & Cleary. He then retired from this line of business, taking over the Coronation Hotel at Woodlupine, which he afterwards disposed of, and ended his days at the seaport where he had spent so large a portion of his life. Mr. John was elected a member of the Fremantle Municipal Council in 1885 as representative for South Ward, and retained this seat until 1900, during which period he fought strenuously for the municipalization of the Fremantle tramways and for the electric lighting service for the town. For many years, among other duties, he held the position of Treasurer to the Fremantle Council, only resigning the office when it was made a stipendiary one. He was also one of the earliest members of the Fremantle Hospital and Literary Institute. Mr. John married in 1876 Marian Caroline, daughter of the late Philip Scott Walker, who served in the Crimean War and the early part of the Indian Mutiny, and was a descendant of the Rev. George Walker, who defended the walls of Londonderry with a sword in one hand and a Bible in the other at the memorable siege of 1691. His widow, with six sons and two daughters, survives him.

## Suburban Municipalities.

### SUBIACO.

Subiaco came into being as a municipality in the middle nineties, and owing to good management and the readiness of the inhabitants to pay for necessary public works has developed into a city on a small scale. Situated west of the City of Perth it stretches westerly and southerly. In 1900 the tramway system was extended from the city boundary to the Park gates in Rokeby Road. Property at once rose in price, and building was carried on with unexampled activity. A few years later the Municipal Council raised a loan for the purpose of establishing municipal electric light works. These have proved commercially successful, the profit for 1911 being £1,993. The rate roll amounted for that year to nearly £11,000. During the year 110 new buildings were erected and a considerable length of new roadway constructed. The council for the benefit of the ratepayers maintains several recreation grounds, one at the north-east end being known as the Oval and Mueller Park,

Shenton Park being situated in the south-west. The municipal gardens also provide entertainment for members of the local bowling and croquet clubs. The Subiaco river beach is another place of amusement, where 300,000 visitors enjoyed various methods of outdoor entertainment during the past year. Picture shows and band concerts are provided on the Oval during the summer months, the entertainments being conducted without loss financially. The suburb bids fair to grow into one of the large manufacturing centres, for besides minor factories already long established there has lately been installed a large foundry, with buildings covering over 100,000 square feet of floor space. Within the boundaries of the municipality are situated several of the charitable and philanthropic institutions of the metropolis. The Home of Peace for the incurable and dying, the Children's Hospital, the Perth Modern School, the Roman Catholic Hospital of St. John of God, and the Government Receiving Depot for State Children,

all consisting of extensive, and some of stately, buildings, assist in beautifying the town and in enhancing its importance.

Like most other towns, it is divided for the purposes of local government into wards, each electing councillors. The Mayor at present is Mr. James Chesters, but as generally happens in municipal affairs the actual work of administration falls upon the executive officer, the Town Clerk, Mr. C. Luth. The population of the town is about 8,500.

#### LEEDERVILLE.

A healthy and populous suburb to the north and west of the city, Leederville may be reached by either tram or train. Situated so conveniently, fed by both services, the town has rapidly expanded during the past few years. It is electrically lighted by current supplied at wholesale rates by the City Electric Light Works and retailed to customers at a profit by the local authorities, who find the method cheaper and easier than maintaining a local lighting plant. The suburb is mainly residential, there being nearly 1,400 homes, 80 per cent. of which are owned by the occupiers. Its chief beauty spot is Monger's Lake, a fine sheet of fresh water about 275 acres in extent, stocked with fish (chiefly English perch, tench, and carp), and provided with excellent boating facilities. In the summer time good use is made of it, and as time goes on it will in all probability become to Leederville what Lake Wendouree is to Ballarat. The Town Clerk, Mr. R. R. Long, is enthusiastic in praise of his suburb, and is under the supervision of the Mayor, Mr. Paul Barrett, well to the front in every movement for its advancement.

#### OSBORNE PARK.

This suburb is the home of the market gardener, the rich peaty soil recovered by drainage from the chain of swamps that form the continuation of Monger's Lake northerly and Herdsman's Lake. The suburb was founded by a private trading concern and supplied with a tramway service. So productive is the soil at Osborne Park that much of it is valued at from £150 to £200 per acre. It is reached by an extension of the tram system from the end of the Leederville line, and though not yet raised to the dignity of a municipality, it claims to be one of the most progressive adjuncts to the capital city.

#### SOUTH PERTH.

As its name denotes, South Perth is the southern suburb of the city, being separated therefrom by a broad expanse of river known as Perth Water. It is entirely residential, though the first building erected there—as far back as 1835—was purely industrial, and used as a

flour mill by Mr. Shenton. In those days the main highway from Perth to the South-West and Albany came round by Mill Point, and until the Causeway was built communicated with Perth by a ferry which ran across to the point, known as Point Belches. When the idea of making South Perth a residential area began to claim attention, a roads board was created, which in 1902 gave way to the full-blown municipality.

The area of the municipality is about 3,147 acres, its population about 1,500, and the capital value of the property within it £345,092. It is reached by ferries from the city; these are now controlled by the State Government. Many projects, such as a bridge over the Narrows, have been mooted for bringing the suburb into quicker communication with Perth, but so far nothing to better the ferries has been evolved. No doubt, as time goes on, it will be served by tram, train, and ferry, and become to Perth the equivalent of some of the harbour side suburbs to Sydney. The principal attraction of the suburb is without question the "Zoo," which fifteen years ago was a wilderness of sand and scrub, but to-day, thanks to the untiring energy and enthusiasm of the Director, Mr. E. A. Le Souef, has been converted into a beautiful garden surrounding a well-kept menagerie.

#### VICTORIA PARK.

Situated on the left bank of the Swan, about two miles from Perth, Victoria Park is reached by a causeway built far back in the fifties, and consisting of a series of islands joined together by bridges, the total length being about three-quarters of a mile. The chief claim of the suburb is that it is built on high ground, rising to 70 and even 100 ft., and overlooking the magnificent stretches of the river.

It led a somewhat dormant existence till the installation of the tramway system a half-dozen or so years back. The introduction of the current galvanized the municipality into life, till in 1911 a year of unprecedented prosperity was met with. Every house in the suburb was occupied, and the income of the council rose to over £3,000, while the surplus value of the council's assets over liabilities amounted to £4,424. When the time comes to build the railway along the south bank of the river to Fremantle from Perth, there is every possibility that Victoria Park will benefit greatly, and become one of the most prosperous suburbs of the city.

#### NORTH PERTH.

This suburb is situated on the northern boundary of the city. Some of the hills are very high, and give unsurpassed views of the surrounding country. It is well served by trams which run along Beaufort Street, Bulwer Street, and *via* Oxford Street, Leederville (Osborne Park tramway), with a further extension along

Bulwer, Fitzgerald, and Angove Streets to Albert Street, and along Beaufort Street to Walcott Street and York Road, which junctions with the Mount Lawley terminus.

Where but a very few years ago there was a waste of sand and scrub, there is now a thriving municipality of some 5,000 people.

Of all the metropolitan suburbs none has shown during the past twelve months a greater tendency to expansion than North Perth. One hundred and fifty new buildings were erected, including council chambers and two churches. The suburb is electrically lit by current supplied from the city plant, and is served by the electric tram system. The municipality maintains bowling greens and croquet lawns for the use of local residents.

#### CLAREMONT.

This is one of the most picturesquely-situated localities in the metropolitan area. The banks of the river rise precipitously from the water, and perched on the highest parts are the Loretto Convent and numerous handsome residences. At the northern end of the municipality is situated the Hospital for the Insane, a series of buildings of quite the most modern description, and which are entirely self-contained, being independent of outside supply for light, power, and water. The municipality maintains an electric light plant that in 1911 worked at a profit of £400. It is estimated that over £11,000 worth of buildings were added to the wealth of the municipality in that year. The annual income was £4,000, and expenditure about the same amount.

#### COTTESLOE.

This municipality has the advantage of having a river as well as a sea boundary. It is almost purely a residential suburb, many of the wealthiest citizens of the State having handsome homes there. The municipality has, during the past year or two, been expending its energies in developing attractions for trippers from the city and elsewhere, the Government having given the control of the beach lands into its hands. Refreshment rooms, a skating rink, picture shows, and band concerts have been provided, while ample provision is made for the pleasure of devotees of surf bathing in the summer time. Rod and line fishermen find good sport from the jetty, while the beach provides an ideal playground for children. A project is now afoot to instal an electric tram service by arrangement with the Fremantle Tramway Board. During the past year new buildings to the value of £14,000 were erected in the municipality.

#### EAST FREMANTLE.

East Fremantle, a suburb not of Perth but of Fremantle, was declared a separate municipality in 1897,

and since then has shown that it possesses all the elements of progress. Overlooking the Swan River, its charming situation makes it a favourite residential suburb. It has an area of about 730 acres and a revenue of about £6,500. That its ratepayers are enterprising is shown by the fact that, desiring a loan for tramway construction, they promptly agreed to set aside a 10 per cent. sinking fund. In addition to two recreation reserves of 15 and 20 acres respectively, the town is well supplied with bowling green, croquet lawns, tennis courts, baths, and other means of spending pleasant hours. During the year 1911 over £4,000 worth of buildings were erected within its boundaries, some evidence of the favour in which it is held.

#### NORTH FREMANTLE.

This may be described as the industrial suburb of the port. Situated towards the mouth of the Swan River, some 11 miles from Perth, it possesses a fine frontage to the Indian Ocean along its entire western boundary. It was mainly a residential suburb, but is now becoming an active manufacturing centre, for which the town is admirably adapted, having a fine river frontage and excellent wharfage accommodation. The extensive quarries which have supplied the material for the north and south moles of the Fremantle Harbour Works are in this municipality. Near to the quarries at the extreme north of the municipality is situated the University Endowment Block, a grant of 140 acres given by the Government to the trustees of the University. The North Fremantle Recreation Reserve, which is vested in the municipality, is prettily situated on a bend of the river, and has a commodious pavilion and training rooms. An up-to-date sanitary and rubbish service on the sealed-pan system has been municipalized, the pans being cleansed by superheated steam and fumigated. North Fremantle enjoys the enviable reputation of being the best-lighted municipality in the State, and possesses a thoroughly up-to-date tramway service. At Fort Forrest there is accommodation for a large complement of permanent soldiers. The industries comprise two tanneries, timber mill, joinery works, two large bulk oil stores, boot factory, two soap and candle works, a large steam laundry, cordial factory, and galvanized iron works. On the reclaimed portion of the Rocky Bay Quarry land are erected large engineering, carriage building, and chemical works, etc. The principal buildings are the town hall and municipal offices, police station, Government stores (main depot), railway station, central coal depot, literary institute, fire station, post and telegraph stations, three public halls, four churches, Salvation Army barracks, and three schools. Sporting proclivities are well catered for, there being cricket, football, bowling, croquet, and tennis clubs. A graving



dock, grain sheds and elevators, Government abattoirs and saleyards, and cold stores are in course of construction.

Population of the municipality is 4,080, and the area 709 acres. The income is nearly £7,000. As in all the other suburbs of the metropolitan area, residences are at a premium, for while in 1910 there were over 140 empty houses within the municipal boundaries, not one is now vacant.

#### MIDLAND JUNCTION.

The easternmost portion of the metropolitan area had its origin in the establishment of the headquarters of the Midland Railway Company on a flat, swampy locality almost at the foot of the Darling Range, and distant three or four miles from the existing town of Guildford. The suburb has developed with giant strides, particularly since the establishment there of the Government loco. and railway carriage workshops. The town is flat and lays little claim to picturesqueness—indeed, utilitarianism is the keynote that has been struck in its foundation and development. The Municipal Council owns an electric light and power plant, which supplies current to the neighbouring town of Guildford. Besides the Government Workshops, the Midland Railway Company maintains extensive premises, which include administrative buildings, running-yards, engine-sheds, and workshops. The Midland system practically forms a part of the general railway system of the State, and junctions with the Eastern Railway. During harvest season a busy scene is continuously maintained in the running-yards, as train after train from the north loaded with wheat *en route* to the port meets those from the east similarly laden. In course of time Midland Junction will possibly develop into a large manufacturing centre.

#### GUILDFORD.

This, the prettiest little town in the coastal area, has been frequently likened to an old-time hamlet in the country of its founders. The village green, with tree-guarded church, its quaint old-time buildings, smack of the Old Country. Not that the keynote of modernity has not been struck in later years, but in no town in the State does there survive a greater number of the quaintly-designed buildings of the early days than in Guildford. Its tree-planted streets give an appearance of age, too, that is lacking elsewhere. Guildford in the past supplied much of the building material of the district in the forms of bricks and tiles, but this industry has been moved farther afield, and the town has become the centre of an orcharding district. The town itself is celebrated for the quality as well as the quantity of roses grown there. The upper reaches of the river about the

town provide many points of scenic beauty, while handsome residences have sprung up of late years in great numbers. The Municipal Council is well to do, with an income of nearly £2,000 a year. The town is supplied with water from the Goldfields Water Scheme, and relies on its supply of electric current from its neighbour, Midland Junction. There is nothing suggestive of mushroom growth about Guildford; rather there is the dignity of age borne gracefully.

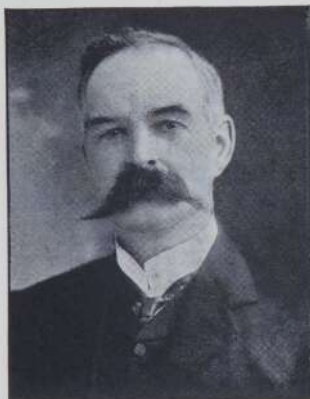
It is, in fact, one of the oldest towns in Western Australia, having been surveyed and declared in 1830, the first lots being awarded to members of the Cowcher, Parker, and Meares families. Here, too, it was that the Governor, Sir James Stirling, built for himself a country residence ("Woodbridge") and applied himself to the life and pursuits of a country gentleman. It quickly became a prosperous little centre, and formed the terminus of the system of ferries that plied up the river from Fremantle, unloading at Guildford, to allow their cargoes to proceed by road to the smaller settlements further in the interior. It was declared a municipality in 1871, soon after Perth, having been previously managed by a Town Trust, of which Dr. Waylin was Chairman from 1863 to 1868 and Mr. T. C. Gull, Dr. Waylin, and Mr. G. Johnson in 1869, 1870, and 1871. The succession of Chairmen (later called Mayors) since then has been as under:—

Chairmen: 1871-72, G. Johnson; 1873-74, J. Morrison; 1875, S. J. Spurling; 1876, M. R. Meagher; 1877, Thomas Jecks; 1878, F. B. S. Flindell; 1879, Dr. C. H. Elliott; 1880, J. Morrison; 1881-84, W. G. Johnson; 1885-87, W. Padbury. Mayors: 1887, W. Padbury; 1888-90, W. G. Johnston; 1891, Dr. F. Tratman, T. Jecks; 1892, W. B. Wood; 1893, W. G. Johnson; 1894, Frank Monger; 1895-96, W. G. Johnson; 1897, C. H. Rason; 1898, W. G. Johnson; 1899, W. Traylen; 1900-1903, R. J. Wilson; 1904-1906, F. Piercy; 1907-1909, W. G. Johnson; 1910-12, F. Piercy.

#### QUEEN'S PARK.

Queen's Park, the baby among the metropolitan municipalities, lies beyond Victoria Park, and is some four or five miles away from Perth, with which it is connected by rail. Situated in the midst of garden land, it promises to become one of the horticultural adjuncts to the city, and with Gosnells, its near neighbour, to afford to the city man tired of business care and worry the opportunity to recuperate amidst pleasant surroundings. A considerable number of comfortable homes have already been established, and the district offers undoubted attractions to those who prefer a country life while keeping in close touch with metropolitan affairs.

ALEXANDER RANKIN, who for twelve years held the office of Town Clerk of Subiaco, is a son of the late Mr. Robert Rankin, a farmer of Kenmuir, near Glasgow, the family property being situated on the picturesque slopes of the beautiful valley of the Clyde. The gentleman under review was born in 1861 and received his education in his native town, upon the completion of his scholastic career being articulated to the profession of an architect. Having served for five years in the office of Mr. David Thomson, of Glasgow, he left Scotland at the age of nineteen and landed at Sydney, New South Wales, in 1880. After spending twelve months there in survey work he accepted a position as travel-



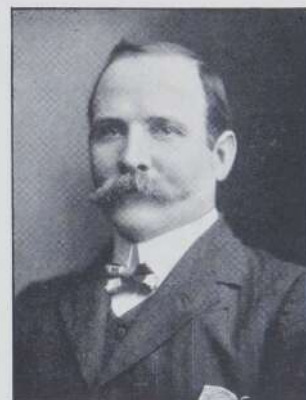
Bartletto, Perth.  
MR. ALEXANDER RANKIN.

ler for a Melbourne commercial house, and about a year later took up his residence in Adelaide. Here he returned to his early profession, and having filled a position of draughtsman for about three years in that city established himself in Melbourne on his own account in practice as an architect. During the seven years passed in the Victorian metropolis he executed designs for thirty-three public buildings in different parts of the State, and out of that number was successful in gaining eleven first prizes, almost a cial crisis which occurred in Melbourne in 1893 Mr. Rankin turned his attention to farming pursuits in Gippsland, and continued in this way for three years. At the termination of this period, in 1896 he decided to come to Western Australia, and

upon arrival was engaged by the Government authorities as architectural draughtsman. While acting in this capacity he demonstrated his superior ability by winning several open competitions for designs of public buildings. In 1898 Mr. Rankin accepted the appointment of Engineer to the municipality of Subiaco, and in the following year the additional responsibilities of Town Clerk, which offices he continued to fill until August, 1911, when he resigned in order to enter upon agricultural life. During his long connection with the district he has watched its rapid growth from a mere sand waste to the populous suburb it has become to-day, one proof of its phenomenal development being that no fewer than 325 houses were erected within its boundaries in the course of a year. Mr. Rankin retained his office under six successive Mayors, and his conduct of the affairs of the municipality met with such general approbation that upon his resignation he was the recipient from the ratepayers of a handsome illuminated address and presentation. The occasion was a memorable one, the Town Hall of Subiaco being filled to overflowing with the citizens of the district and representative Mayors and Town Clerks from surrounding municipalities, the late Minister for Works, Mr. Henry Daglish, occupying the chair. The property which Mr. Rankin proposes to develop consists of 2,000 acres, situated about 60 miles north-east of Wickiepin, and will ultimately be served by the Kondinin loop railway. It is high-class country, the soil being among the best in the State, and offers splendid opportunities to the investor of capital and labour. It is also favourable for stock-raising, and it is Mr. Rankin's intention to combine with cereal-growing the breeding of sheep and pigs. Mr. Rankin, who is a member of the Subiaco Bowling Club, married in 1889 Sophie, daughter of the late Mr. Cato, of Stawell, Victoria, and has a son and a daughter.

PAUL JOSEPH BARRETT, J.P., Mayor of Leederville, is a son of the late Mr. Paul Barrett, of Tipperary, Ireland, and was born at San Francisco, America, on July 16, 1871. As an infant he was brought to Australia by his parents, who arrived in Sydney in the year 1872, and received his education at St. Patrick's College in that city. Reaching the age of fourteen he was

apprenticed to the building trade under Mr. James White, one of the most prominent of the master builders of the State, and having spent five years in learning the trade became thoroughly proficient in all its branches. When twenty-four years old he left New South Wales for Western Australia, and within a couple of years of his arrival established himself as a master builder and contractor, in which calling he has carried on successfully ever since. He has engaged in work of all kinds, from the building of the humble cottage to the erection of the Chinese joss-house or house of worship, the shop, the dwelling of greater pretensions, and the mercantile office. During the years he has served as a councillor of the muni-



Bartletto, Perth.  
MR. PAUL JOSEPH BARRETT.

pality of Leederville he has taken the deepest interest in the deliberations of that body for the good of the community, and in 1909 was elected to the mayoral office, which he still occupies. He was appointed a Justice of the Peace in 1902, and is a member of the Licensing Bench for Subiaco, a member of the Children's Hospital Committee, and Vice-Chairman of the Monger's Lake Board. Mr. Barrett is a well-known patron of outdoor sport and is President of the Leederville Bowling Club, which office he has held for three years, being in the past captain of the champion fours of the State. In his younger days he was also an excellent rifle shot. He is President of the Leederville Club, and takes a keen interest in its welfare. In 1896 he

married Margaret, daughter of the late Mr. Michael Toober, of Queen's County, Ireland, and has two sons and a daughter.

Councillor **WILLIAM JAMES ARNOLD**, representative for North Ward in the Leederville municipality, is a son of the late Mr. Hubert Arnold, of Brighton, England. He was born at Hobart, Tasmania, on October 26, 1869, and as a child accompanied his parents to Adelaide, where he was educated at the Sturt Street State School. At the age of sixteen he entered upon a commercial career in the house of Messrs. H. J. D. Munton & Co., of the same city, and having served two years in their clerical department went to Victoria, where he joined the firm of King, King, and Co., wholesale warehousemen. Here he obtained a good insight into the whole working of such establishments, and after eight years severed his connection in order to accept a position with Messrs. Goode, Durrant, & Co., of Adelaide. Shortly afterwards he undertook the post of travelling representative for this firm and spent nearly six years in this capacity, during most of that period representing the house in Broken Hill, where he was second on



*Bartletto, Perth.*  
MR. WILLIAM JAMES ARNOLD.

the staff. In 1899 he was transferred to Western Australia and was promoted to the position of departmental head in the Perth establishment, which appointment he has occupied ever since. He has always

taken an interest in municipal government, and having made a special study of its various aspects in 1906 offered himself to the ratepayers of North Ward as their representative in the Leederville Council. He was returned and has continued to hold the confidence of his electors, at ensuing elections maintaining his seat without opposition. He occupies the chairs of the Finance and Lighting Committees, and has invariably received appointment on the many delegations which from time to time are formed to represent the body outside of its own limits. Mr. Arnold is a foundation member of the Softgoods Warehouse Employés' Association, and has occupied the position of President since its inception. He is connected with the Commercial Travellers' Club. Most of his leisure is spent in horticulture, and his garden-orchard testifies to his success in this direction, all kinds of fruit-trees being found within its borders and very fine specimens of fruit produced. Mr. Arnold married in 1900 Eva Alice, third daughter of Mr. V. Y. Jones, a member of the well-known firm of Jones Brothers, of Port Adelaide, and has two sons and three daughters.

Councillor **HENRY JAMES HOLLAND**, representing West Ward in the Leederville municipality, is a son of the late Mr. Walter Holland, of Sydney, New South Wales, and was born at Surry Hills, in that State, on July 28, 1871. He received his education at the Crown Street Superior Public School, Sydney, and upon its conclusion, when fifteen years of age, became apprenticed to the joinery trade under his father, who followed that calling. Having completed his training he left his native State for Western Australia in 1894, and after following his trade for about nine years accepted the post of Manager of the Perth Factory in connection with the business of Messrs. William Sandover & Co., which appointment he has held for over eight years. Mr. Holland is a keen student of municipal management, and much of his leisure is given to the study of matters connected with the suburb in which he resides. He was elected to represent the ratepayers of West Ward in 1910, and since this period has occupied a seat on the Works and

Building Committee of the Council, and was a member of the special financial committee appointed to deal with the loan of 1911. A marksman of note for many years Mr. Holland was connected with the old National Rifle Association. He



*Bartletto, Perth.*  
MR. HENRY JAMES HOLLAND.

is a member of the P.A.F.S., being Grand Auditor of the Lodge in Western Australia. For recreative purposes he prefers the game of bowls and is a member of the Leederville Bowling Club. In 1895 he married Katherine, daughter of the late Mr. Andrew Black, of Belfast, Ireland, and has two sons.

**EDWARD SHENTON, J.P.**, Mayor of South Perth, is a son of the late Mr. George Shenton, of this city, and was born on January 29, 1852. He received his scholastic training at Bishops College, now the High School of Perth, and afterwards at Queen's College, Taunton, England, where he remained until he was sixteen. He entered commercial life in 1869 with the firm of Crowther & Co., of Geraldton, of which he eventually became a partner and remained in this connection until 1892. Coming to Perth in the latter year Mr. Shenton joined the Government Audit Office, rising to the rank of Chief Inspector, which appointment he filled until 1907, when he opened in business on his own behalf as commission and insurance agent. His first connection with municipal affairs began at Geraldton, where, having first served for a considerable period

as councillor, he was invested with mayoral honours on four separate occasions. Upon his return to Perth his activities again demanded an outlet, and in 1909 he was elected Mayor of South Perth, which office he still holds. He is an advocate of the



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MR. EDWARD SHENTON.

municipal ownership of the ferry service and is exerting his influence to bring this about in the near future. The question of a pontoon structure across the ferry is also receiving his serious consideration. Military matters commanded his interest at an early stage of his career and he joined the cadets at Perth in 1861. Upon the inception of the Geraldton Rifle Volunteers in 1877 he accepted the commission of second Lieutenant, being promoted to the rank of first Lieutenant and ultimately of Captain in 1879 and 1881 respectively. Upon taking up residence in Perth he accepted the command of the Perth Mounted Rifles, an appointment he held until his retirement from the active list in 1895 with the rank of Captain. Mr. Shenton was commissioned a Justice of the Peace for the whole State in 1883 and acted as Resident Magistrate at Katanning in 1900-1. He is a member of the Masonic craft, his mother Lodge being the St. John's, No. 485, E.C., and is a Past Master of the Geraldton Lodge. In the sporting world he is identified with the Royal Perth Yacht Club, of which he has been commodore for the past eight years, and with his yacht "Sulituan" has won several prizes in the various

events he has contested. Mr. Shenton married Charlotte, daughter of the late Mr. Francis Lockee, for some time Manager of the Western Australian Bank at Perth, and has three daughters and a son.

Councillor **GEORGE CHITTY BAKER**, representing West Ward in the Council of the South Perth municipality, is a son of the late Mr. F. H. C. Baker, of Surrey, England. Born at Guildford, Surrey, in 1858 he received his education at the local Grammar School, and at the close of his studies began life as a printer in the firm of Messrs. Waterlow & Sons, of London. He continued in the employ of this firm for six years, and in 1878 left to attend the Philadelphia Exhibition, in which he had entered some printing exhibits. After enlarging his experience here and on the Continent of Europe he ultimately sailed for Australia in 1879, and arriving at Sydney, New South Wales, continued as a printer and publisher on his own account until 1890. In that year he came to Western Australia and established himself in the printing trade for a few years. In 1900 he joined the Government Agricultural Department as editor of *The Agricultural Journal*, a position he



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MR. GEORGE CHITTY BAKER.

filled until 1911, and having relinquished this connection accepted the post of Managing Director of the firm of Baker, Carrick, & Co., Limited, mechanical and electrical engineers, which he still holds. Always

displaying a lively interest in municipal and political affairs Mr. Baker was appointed Secretary of the first Trades and Labour Council in 1902, and was the first candidate to stand for Parliament in the interests of the Labour Party at North Fremantle. He took a very active part in bringing about the alteration of the franchise from a property basis to adult suffrage, and was also instrumental in stopping the issue of miners' rights to Chinese. He entered the South Perth Municipal Council six months after the municipality had been gazetted, and with Mr. Douglas is the only remaining original member. He married Emily, daughter of the late Mr. G. G. French, tweed manufacturer, Darling Mills, Parramatta, New South Wales, and has three sons and three daughters.

Councillor **BERNARD DIXON BRUNING**, representative for Central Ward in the South Perth municipality, is a son of the late Mr. J. T. Bruning, of the Queanbean district of New South Wales. Born at Giminderra, in that State, on August 18, 1872, he was educated at Sydney, and leaving school at twelve years of age served for seven years in the plumbing trade. He was then apprenticed to the engineering profession under Mr. John Moore, of Kent Street, Sydney, and after completing his six years' indentures continued in the service of the firm for another four years. In 1897 he came to Perth and upon arrival opened in business on his own account. He was instrumental in fitting the first installation of the linotype in the State for the *Perth Morning Herald* and at a later period undertook control of the machinery in the Government Printing Office, relinquishing his private connection upon his acceptance of this post. During the eight years spent by Mr. Bruning in this employ he supervised the working of the first monotype machine in the Southern Hemisphere. In 1896 he resigned his position and established himself as general and printers' engineer at 513, Hay Street, where he has carried on successfully ever since. Mr. Bruning has taken an active part in the municipal life of the district wherein he resides, and has represented Central Ward in the local Council for many years. His first attempt to enter the Council was un-

successful, but at the following election he was returned unopposed and has retained his councillorship through all subsequent polls, on various occasions being called upon to fill the position of Acting Mayor. He makes a careful study of municipal management and has taken a leading part in many public matters, particularly in the agitation for the improved railway service to South Swan. He holds office as committee-man in the Chamber of Manufactures, is a member of the Committee of the Celtic Club, with which he has been connected for many years, and is a member of the Ancient Order of Foresters. Mr. Bruning married in 1899 and has a son and three daughters.

RAY CARGEEG, Town Clerk for the municipality of South Perth, is a son of Mr. R. E. Cargeeg, of Brookton, Western Australia, and was born at Laura, South Australia, on August 4, 1884. He was educated primarily at Adelaide, concluding his scholastic career in the western capital, and began active life by entering the Subiaco municipal office in 1899. Here he continued for ten years, and in 1909 transferred his services to the South Perth municipality, where he received the ap-



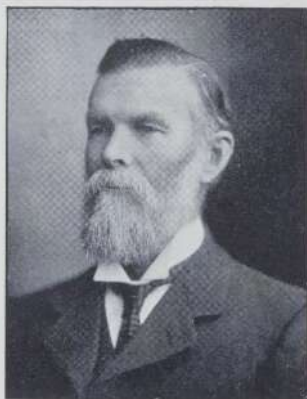
Bartletto, Perth.

MR. RAY CARGEEG.

pointment of Town Clerk and Secretary to the Board of Health, and has continued to discharge the duties appertaining to these offices ever since. He is keenly interested in the various matters that come under his

notice in his department and is making a close study of municipal work in all its branches, particularly of hygienic matters and municipal engineering. Mr. Cargeeg is a member of the Y.M.C.A. and is connected with the South Perth Young Men's Association for the cultivation of literary and gymnastic pursuits. He is also a member of the South Perth Rifle Club.

Councillor ARTHUR DOUGLAS, representing East Ward in the South Perth Municipal Council, is a son of the late Mr. Thomas Douglas, of Cambridgeshire, England, and was born at South Perth in October, 1854. He was educated locally, and since his boyhood has followed the occupation of horticulture, being a successful fruit-grower. On the south side of the Swan River he owns twenty acres of land, ten acres of which he has placed under cultivation



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MR. ARTHUR DOUGLAS.

of vegetables and fruit; and his residence, "Glenroy," is beautifully situated on the east boundary of River Street, commanding a lovely view of the river and the city, with its environs beyond. He has always interested himself in the welfare of the district surrounding his home and first became connected with public life as a member of the South Perth Roads Board before the inception of the present Council. When South Perth was gazetted a municipality in 1902 Mr. Douglas was elected to a seat in the Council Chamber and is one of the oldest residents

of the district. Having watched the growth of South Perth from a settlement of five dwellings to the handsome suburb of to-day he takes a natural pride in its further advancement and gives his time and attention willingly to that end. Mr. Douglas married Sarah Ann, daughter of the late Mr. Thomas Smith, of Perth.

Councillor WILLIAM JOHN CARLIN DOWNEY, representing West Ward in the South Perth



Bartletto, Perth.

MR. WILLIAM JOHN CARLIN DOWNEY.

Municipal Council, is a son of Mr. P. K. Downey, of Ballarat, Victoria, and was born on April 9, 1874. He completed his education at the Victoria College, Ballarat, and subsequently entered the office of Messrs. Mitchell, Nevett, and Robinson, solicitors, of the same city, with whom he remained for three years. In 1895 he left Victoria for Western Australia with the intention of trying his luck at Kalgoorlie, or, as it was then known, "Hannan's Find." On his arrival in Western Australia he decided, owing to an outbreak of fever on the fields and a temporary slump in mining, to remain in Perth. He accepted a position with Messrs. Stone & Burt, solicitors, practising in the metropolis, and was placed by them in charge of their mining department, where some of the biggest mining transactions in Western Australia passed through his hands. He has many interesting reminiscences, some of which he

embodied in a romance of gold-mining entitled "The Golden Magnet," which was published as a serial in *The Banker's Magazine* of Australia. He first entered municipal life in 1905, when he was elected to the South Perth Town Council. During his first six years' as Councillor he consistently advocated the bringing under municipal control of the ferry service connecting South Perth with the city, the control of which now rests in the hands of the State. Mr. Downey has always taken a keen interest in rifle shooting and was for many years the best shot in the South Perth Rifle Club, of which body he was President for seven years. He is also one of the foundation members of the National Rifle Association of Western Australia, and was elected seven years consecutively a member of the Council of that body. In 1908 he had the honour of being elected Chairman of the Association. At the time of the Bullfinch boom Mr. Downey formed the Yilgarn Gold Prospecting and Development Company, Limited, and accompanied the prospectors for a month. The Company has pegged valuable claims in the New Mount Jackson Goldfield adjoining Reidel's Find. He has since formed the King's Cairn Mining Company, Limited, which is boring for pyritic ore and copper at Mount Candan, near Parker's Range, and is being subsidized by the Mines Department. Mr. Downey married Mary, youngest daughter of Mr. Richard Wilson, of Moama, New South Wales, and has three sons and two daughters.

Councillor JOHN DANIEL MANNING, representative of East Ward in the South Perth municipality, was born in the district where he now resides in September, 1876. He is a son of Mr. John Daniel Manning, originally of Buckinghamshire, England, and upon the completion of his education went to work in his father's dairy and farming business on the home estate situated at Mount Eliza. Ultimately he removed to his present property, situated on the south side of the Swan River and comprising about 100 acres, which is chiefly used as pasture lands for his cattle. Mr. Manning owns a large number of Holstein cows, which he has proved to be excellent milk-producers, and

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has been very successful in the use of this strain for breeding purposes. He has interested himself in the various movements for the advancement of the neighbourhood, and election to the South Perth Municipal Council was granted him in 1910, since which period he has continued to represent the ratepayers of East Ward in that body. He has scant leisure for recreation, but



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MR. JOHN DANIEL MANNING.

devotes what spare hours occur in his busy days to riding on horseback, and is quite an authority on the qualities of a horse. Mr. Manning married Maggie, daughter of Mr. H. Mowday, of Sawyer's Valley and South Perth.

Councillor ANDREW ROCHE, representative for Central Ward in the municipality of South Perth, is a son of the late Mr. Thomas Roche, of Glasgow, Scotland, and was born in that city on January 4, 1874. As an infant he was taken to Rothsay, in the Isle of Bute, where he received his education at a private academy and subsequently concluded his scholastic career at the Christian Brothers' College at Glasgow. Arriving at Sydney, New South Wales, in 1887 he commenced work in Mr. D. Barnard's picture-framing establishment, and at the close of his apprenticeship was transferred to the firm's branch in Adelaide, where he continued until 1896. In that year he came to Perth and took up the duties of Manager for Messrs. Mayrhofer in Hay

Street, an appointment he filled for a period of eleven years. In 1907 Mr. Roche opened his present business of art-dealer, picture-framer, print-seller, etc., at the premises in Hay Street, where he has carried on ever since on his own account, finding an increasing connection among the art-loving section of the public. He has always taken an ardent interest in the public matters that have come under his notice, and first entered the South Perth Council as representative for Central Ward in 1908, since which date he has continued to act in the interests of this division. He is a prominent yachtsman, and is Commodore of the Perth Dinghy Club, in which connection he holds championship honours in Western Australia, and with his dinghy "Elma" was the successful winner at Sydney in 1909 of the only championship won by a Western Australian boat in New South Wales waters. Mr. Roche married Adelma, daughter of Mr. Eli Dew, of Goodwood, South Australia.

CHARLES HARPER, J.P., Mayor of Victoria Park, was born on January 3, 1870, and is a son of the late Mr. R. J. Harper, of Monmouthshire, England. He began his



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MR. CHARLES HARPER.

scholastic studies at Talywain, in that county, and at the age of nine sailed with his parents for Mauritius by the old frigate "Jumna," in which vessel after a month's stay on the island, they continued their

voyage to Hobart, Tasmania. A visit was next paid to Adelaide, and ultimately the family settled at Melbourne, where Mr. Charles Harper continued his education, studying under Mr. R. Livingstone, B.A., a coach for University students, and matriculated in 1895. With the intention of taking his degree of Doctor of Music he gave special attention to his musical studies during this period, choosing the violin for instrumental practice. Having arrived at the age of twenty-five he received from Western Australia the offer of a remunerative position, and left Melbourne to take up his duties on the musical staff attached to the Cremorne Gardens, of which he was ultimately appointed Managing Musical Director. He held this post until 1897, concluding with a tour of Australia and New Zealand, and returning to Perth in 1898 commenced business on his own account as an importer of musical instruments. He holds sole rights in Western Australia for the celebrated Bluthner and Gors and Kallmann pianos and Bell organs, and is closely associated with all matters pertaining to violins and other musical instruments, being considered an expert in this direction. Always keeping himself *en rapport* with public affairs, he first began to play an active part as a councillor in the local Municipal Council in 1905. Having served on the various Committees of this body he was returned unopposed to the mayoral chair in 1909, and received a similar honour in the following year. He is a Justice of the Peace and a member of the Licensing Bench for the Canning district. Mr. Harper has passed through the various degrees of the Masonic order and was Master of Lodge Perseverance, No. 45, W.A.C., for the years 1904-5. He married Barbara, daughter of the late Mr. John Stirling Anderson, of Edinburgh, Scotland, and has two sons and a daughter.

**WILLIE GEORGE RANDELL**, Mayor of North Perth, is a son of Mr. G. W. Randell and grandson of the Hon. G. Randell, J.P., both of this city. He was born at Perth on August 2, 1880, and received his education at the State School in St. George's Terrace, now the Technical School of Science and Art. Upon the conclusion of his scholastic career he joined the service of the A.M.P.

Society in 1895, and has since risen to the prominent position of cashier in the head office of the Western Australian Branch of this important Company. Mr. Randell has always displayed considerable interest in municipal affairs, and was first returned as representative for East Ward in the North Perth Council in 1907. He ably upheld the interests of his electors for three years, being the first councillor to complete his full period of office in this particular ward of the North Perth municipality. In 1910 Mr. Randell successfully contested the mayoralty and continues to hold the honours of the chair. He is a supporter of the Greater Perth scheme, and is strongly in favour of the nationalization of the Perth Tramways system,



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MR. WILLIE GEORGE RANDELL.

which he hopes to see an accomplished fact in the near future. The Woodville Reserve of North Perth receives a large share of his attention, and he never loses an opportunity of promoting its importance, from its elevated and central position, as the "lungs" of the district. He is also an advocate of an outer suburban district railway which shall loop up the North Perth, Mount Lawley, and Wanneroo districts with existing lines. Mr. Randell is a member of Monger's Lake Board, Patron of the North Perth Cricket Club, and President of the North Perth Liberal League. He married Elsie, daughter of the late Mr. Arthur C. Stoneham, of North Adelaide, South Australia, and has two daughters.

**WALTER Sr. CLAIRE BROCKWAY, C.E.**, Mayor of Claremont, was born in the County of Devon, England, on January 17, 1864. He was articled to the civil engineering profession, and continued in practical work at Bendigo until 1894, in which year he came to Western Australia. He was associated for some time with Mr. C. A. Patterson in the construction of the Perth tramways, and subsequently accepted the appointment of engineer to the Claremont and Cottesloe Municipal Councils. In 1907 he established himself in practice at Perth, where he still continues. Mr. Brockway is also interested in the fruit industry, and has an orchard at Kelmscott, and owns 1,000 acres of good pastoral country at Wickopin, where he is forming a flock of strong-wool merinos. He was first elected as a member of the Claremont Municipal Council in 1909, and, two years later, was invested with Mayoral honours, which office he still retains. He is a Justice of the Peace for the Perth magisterial district, and a member of the Liberal League and of the Masonic craft. Mr. Brockway is married, and has three sons and seven daughters.

**HORACE ELGAR MOFFLIN, J.P.**, Mayor of Claremont (1910-11), is a son of Mr. H. Mofflin, of Fremantle. Born at Auckland, New Zealand, on July 19, 1867, he received his scholastic training at the public schools of his native land. At the age of fourteen, with his parents he left New Zealand for South Australia, where he spent six years mainly in mercantile pursuits. In 1887, having reached the age of twenty, he came to Western Australia and settled down at Fremantle as representative for the firm of George Wills & Co., of South Australia, which position he occupied for many years. Resigning from this service in 1898 Mr. Mofflin opened in business on his own account at Fremantle, trading as H. E. Mofflin & Co., wool, hide, and skin merchants, and has conducted his transactions successfully ever since. He is Director of two important commercial houses in the State and is a very busy man, every moment of his day being occupied in private or public duties. While resident at Fremantle he was a councillor of the municipality for many years and filled the office of Acting Mayor on several occasions. Upon

taking up his abode at Claremont in 1906 he very soon became identified with the local governing body as representative for the ratepayers of South Ward, and when in 1909 he stood for mayoral honours he was returned unopposed. Contesting the



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MR. HORACE ELGAR MOFFLIN.

seat at the subsequent elections he won the day by a substantial majority of votes. He takes a deep interest in all charitable objects, more particularly in connection with Fremantle and Claremont, and is an ardent supporter of the Methodist Church, and as Lay Treasurer of one of the Connexional funds has a seat in the Annual Conference at Perth. He is well known as a leading temperance advocate and is an honorary member of the Rechabite Order, besides which he is connected with the Masonic craft, being a past officer in the fraternity. In 1911 Mr. Mofflin visited England for the Coronation celebrations and travelled over a large part of the United Kingdom and Europe, taking the opportunity on this occasion of studying the municipal position in the Old Country. A keen sympathizer with all forms of amateur athletics he devotes his own leisure to the time-honoured sport of bowls and is Vice-President of the Claremont Bowling Club. He has been twice married, his first wife being a daughter of the late Mr. J. M. Ferres, of Fremantle. The present Mrs. Mofflin is the eldest daughter of the Rev. William Burridge, of Claremont. His family consists of a son and five daughters.

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Councillor WALTER DRABBLE, representing East Ward in the Claremont Municipal Council, was born at Perth, Western Australia, on March 13, 1875. He is a son of the late Mr. William Drabble, of this city, and pursued his educational studies at the Commercial School, Perth, conducted by the late Mr. Letch, and now non-existent. At the close of his scholastic career he began life as a junior assistant in the office of Messrs. William Sandover & Co., hardware merchants, and went from there into his father's oil and colour shop, subsequently learning the trade of painting, sign-writing, gilding, etc. After a few years' experience he opened in the oil and colour trade at Claremont, at a later date handing over the business to his brother. He next embarked on a more ambitious enterprise, becoming an importer of ironmongery and general hardware on a fairly extensive scale, and established himself in this line in the same suburb, where he has conducted a very prosperous business ever since. Although always concerning himself in the various movements for the advancement of the place in which he had made his home Mr. Drabble took no prominent position



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MR. WALTER DRABBLE.

in public life until 1911, in which year he defeated the sitting member for East Ward in the local municipality by a substantial majority of votes. He is largely interested in real estate in Claremont, and has been responsible for the erection of several of the most up-to-date com-

mercial and residential structures in the municipality. Hunting is his chief recreation, and in the indulgence of this penchant he makes prolonged excursions into the heart of the bush in company with other kindred spirits, and being an excellent shot usually bags his full share of game. Mr. Drabble recently took a year's trip abroad, when after visiting Ceylon he travelled through China and Japan and also called at the Eastern States of the Commonwealth. In April, 1900, he married Marion K., daughter of the late Mr. Alfred A. Corbett, of North Fitzroy, Victoria, and has a son and a daughter.

Councillor HAROLD JAMES TUCKFIELD, representative for South Ward in the Claremont municipality, is a Victorian by birth, his father being the late Rev. J. W. Tuckfield, of that State. He was born at Drysdale on February 20, 1874, and pursued his scholastic studies at Wesley College, Melbourne, subsequently training for the dental profession at the Dental College in that city. After practising at Melbourne for about a year he came to Western Australia in 1897 and opened in practice at Coolgardie, where he continued for two years. This period was followed by four years at Boulder, after which he came to the metropolitan area and has been established in his profession at Perth since 1903. Mr. Tuckfield at an early period turned his attention to the study of municipal law and clearly recognized the importance of establishing the proceedings of the local governing bodies on a firm substratum of well-attested principles. Though a candidate for election to various Councils on the goldfields his debut as a councillor was made at Claremont, where he was returned by the ratepayers of South Ward in 1910. He is an excellent public speaker, in the past having been a gold medalist for oratory on no fewer than five separate occasions; and has always interested himself in the various movements for the development of intellectual and artistic gifts, being one of the founders and first Secretary of the Mechanics' Institute at Midland Junction and a committeeman of the similar institution at Claremont. He is Chairman of the Board of Health at Claremont and a promoter of outdoor sport, holding the office of



committeeman of the local Yacht Club, besides which he is a keen fisherman and in earlier days made his mark as a player of lacrosse, cricket and tennis. He also belonged to the premier teams of Victoria and Western Australia in the game of Australian football. In 1899 Mr. Tuckfield married Constance, daughter of the late Mr. O. S. Olden, stock- and share-broker, of Ballarat, Victoria, and has two sons.

Councillor DONALD BROWN, representing North Ward in the Cottesloe Municipal Council, is a Victorian by birth and a son of the late Mr. George Brown, of the Victorian Railway Service. He was born at Elaine on February 28, 1863, and received his education in his native village, where also he worked on his father's farm until twenty-one years of age. Love of adventure prompted him to "try his luck" in prospecting in various parts of Gippsland, but meeting with no success in this neighbourhood he joined with two others in a further venture in the Temora district of New South Wales. Nothing satisfactory accruing from this departure, Mr. Brown became connected with the Victorian railways for some time, and subsequently resigned from this service in order to join the Melbourne Tramway Company, with which he continued for nine years. Coming to Western Australia, he arrived at Coolgardie just in time for the wave of depression which followed closely upon the great boom. Relinquishing his intention of prospecting he became engaged in a bakery business at the goldfields city in conjunction with his brother and Mr. W. Burns. Shortly afterwards the business was sold and the gentleman under review with the other members of the firm became established at Subiaco in the present bakery concern, where they have carried on ever since. Mr. Brown was returned unopposed as member of the Cottesloe Council in 1909 and received a similar mark of favour in the following year. He is a Past Master in the Masonic craft and his love of horses vies with his fondness for gardening for the premier claim upon his time and attention. In his younger days he was a good cricketer, but this pastime has now given place to bowls.

Councillor JOHN DOSCAS (Jean Paraskeva Doscas, or Ntoscas), re-

presenting North Ward in the Cottesloe Town Council, is a son of Paraskeva Demetri Ntoscas and was born on August 15, 1866, at Goritza, in the mayoral district of Therapnon, County Lacedemonia, Province Laconia, Sparta, Greece. Having commenced his education in his native town, he subsequently attended the secondary school at Chrisafa, and upon the completion of his course at this institution went to Athens for a year's study at the Lyceum. In 1882 he became apprenticed to the firm of Ralli Brothers, merchants and importers, of Liverpool, England, with whom he engaged in the study of cotton and grain-classing with the intention of taking a post in India or America at the centre of production. While here he furthered his scholastic attainments by attending as an evening scholar for nearly four years at the Government College of Shaw Street, Liverpool. In January, 1886, on ac-



MR. JOHN DOSCAS.

count of failing health he was compelled to return for a brief period to his native land. Upon recovery he went to Egypt, where he joined the firm of P. Rodokanaki & Co., cotton and grain merchants, of Alexandria. Being a linguist of no mean order, speaking and writing no less than six languages — Greek, French, English, Italian, and partly Spanish and Arabic — he afterwards undertook the office of interpreter and conductor of touring parties, and in this capacity travelled all over the historical parts of Egypt, Syria, Palestine, Greece, parts of Turkey, and throughout Central Europe. In the course of his occupation he came in touch with

many distinguished travellers, notably the Emperor Don Pedro of Brazil, the Grand Dukes Paul and Sergius of Russia, Prince Henri d'Orleans, Don Carlos (Pretender to the throne of Spain), Prince Nelidoff (for many years Ambassador for Russia at the Sublime Porte), General Wolsley (Commander-in-Chief of the British troops in Egypt), and many other notabilities; and conducted Lord Brassey and suite on an expedition up the Nile just prior to his cruise in the "Sunbeam" to Australia in 1888. On January 6, 1889, Mr. Doscas embarked on the "Salazie" for Australia, and shortly after arrival at Melbourne on February 5 joined the firm of Thomas Cook and Son as tourist organizer and interpreter, at a later date entering business on his own account in the Victorian metropolis. After seven years of varied business experience, during which he visited Sydney, Brisbane, and Adelaide, Mr. Doscas came to Western Australia. He opened at Perth about February, 1896, as a produce importer, general merchant, farm and produce agent, etc., and for fourteen years conducted the business known as the Western Australian General Produce Company, Murray Street, during which time he figured prominently in mercantile circles, retiring from business at the beginning of 1909. He is a large property investor in the suburbs of Perth, being a believer in real estate for purposes of investment. A resident of picturesque Cottesloe, he interests himself in the advancement of the place and has been a member of the Municipal Council since its inception in 1907. He devotes some time to the cultivation of his garden and is a great reader particularly of a wide range of historical works. He is a member of the Masonic order, in which he holds the rank M.M., and for diversion is a motorist and a lover of horses. During his residence in Western Australia he has travelled extensively in various parts of the State, notably the north-west, Murchison, eastern goldfields, and throughout the agricultural areas from Geraldton to Albany. In 1897 he married Margaret Coleman (widow), daughter of Mr. Martin O'Sullivan, of Limerick, Ireland, and has a daughter (Arethusa Clio).

Councillor GEORGE WILLIAM HILL, representing South Ward in the Cottesloe Municipal Council, is

a son of the late Mr. John Hill, of Hepburn, Victoria, and was born at that village on December 25, 1867. He was educated at his native place, and leaving school at the age of fifteen began to learn the saddlery trade under the tuition of Mr. J.



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MR. GEORGE WILLIAM HILL.

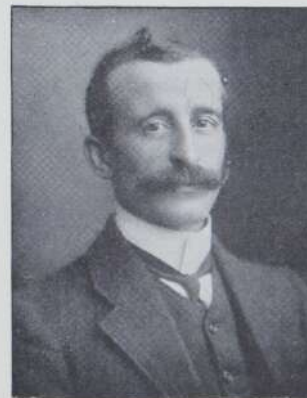
W. Burns, at Daylesford, in the same State. Having completed his apprenticeship he went to Melbourne and spent several years at the leading factories in that city. Ultimately he came to Western Australia and opened in business at Fremantle in 1895 in partnership with Messrs. Wilson Brothers. This connection was dissolved some five years later, and the business has since been carried on by Mr. Hill on his own account in High Street. Mr. Hill resides at Cottesloe, and has always been distinguished for the active interest he has taken in matters pertaining to the welfare of the community, resulting in his unopposed election to a seat in the local Council in 1909. The confidence of the ratepayers in his judgment and ability was further manifested on the occasion of the Municipal Association Conference held at Coolgardie in 1910, when he was chosen jointly with the Mayor of Cottesloe to represent the municipality. He devotes his spare time to the culture of choice blooms in the garden surrounding his home in Salvado Street and has been a frequent prizewinner at the various shows for his roses and chrysanthemums, this hobby winning for him a seat on the committee of the Fremantle Horti-

cultural Society. He has passed through all the offices of the Rechabite Order and is a Past Chief Ruler of the local branch of that body. A patron of all healthy outdoor sport, in his younger days he played a good game of cricket, but his many duties now prevent active participation in these diversions. In 1891 Mr. Hill married Margaret, daughter of the late Mr. J. C. Ferguson, of Melbourne, and has three sons and two daughters.

Councillor JOHN HENRY JAMES, representing North Ward in the Cottesloe Municipal Council, is a son of Mr. John Hall James, manufacturer, of Reading, England. He was born in Melbourne, Victoria, on February 11, 1860, and received his educational training at various schools in that city. Subsequently he served his apprenticeship to the Vulcan Foundry in Melbourne and entered upon the engineering profession, at the close of his indentures joining the firm of Messrs. Mephan, Ferguson. He continued his connection with this firm for twenty-three years, during which period he was associated with the various important undertakings in which they made their reputation, including the Newport Workshops, various railway bridges, and large mining machinery contracts in Victoria, and afterwards the Coolgardie and Eastern Goldfields Water Supply contract. He learnt electrical engineering during his association with the Field Company of Military Engineers in Victoria, and took an ardent interest in the work of this company, with which he has been connected over seventeen years. Having left the service of the firm referred to he joined Messrs. Splatt, Wall, & Co. and erected the Electric Light Works at Subiaco. Ultimately in 1903 he accepted the appointment of Manager of the Cottesloe Electric Light Works, and has continued to control this department ever since. Mr. James was elected to a seat in the Cottesloe Council upon the inception of the municipality in 1907, and has assisted in the deliberations of that body up to the present time. He also interests himself in musical matters, and was a prominent member of the Perth City Band for a considerable period. He is an earnest supporter of religious work and holds various offices in the local Methodist Church, among which are

those of lay preacher, trustee, and circuit steward. He takes his recreation on the bowling green, and is a member of the Cottesloe Club. In 1881 Mr. James married Elizabeth Jane, daughter of Elijah Gribble, of Beechworth, Victoria, and has six sons and three daughters.

Councillor WALTER SAWKINS, representing East Ward in the municipality of Cottesloe, is a son of Mr. Frederick George Sawkins, of Wagin, Western Australia. He was born beneath the shadow of the famous Salisbury Cathedral in England on March 19, 1872, and when eight years old was brought to Australia by his parents, who settled in Sydney. He attended the Sydney Grammar School until sixteen years of age and was then apprenticed to the drapery business, but tiring of this before he was twenty in 1890 sailed for Western Australia. Here he tried his hand in various departments of work, taking whatever position offered, and eventually settled down at Cottesloe in the newsagency and stationery line of business, since which time he has steadily ascended the ladder of commercial success. The study of public affairs has always possessed an attraction for Mr. Sawkins, and be-



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MR. WALTER SAWKINS.

fore the inception of the Cottesloe Council he represented that district on the Roads Board. He afterwards became a candidate for municipal honours and, undeterred by defeat, contested the seat at the following

elections, this time with unqualified success. Many of the recent improvements in the lighting of the town and the development of the sea-beach for pleasure purposes were made at his suggestions, and in many ways he has proved himself a very useful member of the Council. He is a member of the Masonic craft and is Past Chief Ranger in the Ancient Order of Foresters. The youth of the district have much to thank him for, as besides being a keen supporter of all forms of healthy outdoor recreation and in earlier days a football enthusiast — he was one of the founders of the Cottesloe Football Club, which has won the blue ribbon of the Western Australian Football Association since its inception — he has given much thought to the solution of social problems. In 1903 he married Alice, daughter of Mr. William McDonald, of Cottesloe, and has a son and two daughters.

Councillor CHARLES EDWIN TURVILLE, representing East Ward in the Cottesloe municipality, is a son of the late Mr. John Turville, of Parkville, Melbourne, and was born at Walmer, Victoria, on June 28, 1868. He was educated at the State School at Muckleford, Victoria, and completing his studies at



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MR. CHARLES EDWIN TURVILLE.

the age of fourteen first spent a year on his father's farm and was then apprenticed to the carpentering trade. He worked at this calling for a few years in his native State and in 1895 left Victoria for Western Aus-

tralia, where after three years he opened in business on his own account at North Fremantle as builder and contractor. His first contract was for a residential structure, and since its completion he has been kept busy all round Perth and its suburbs, besides which his contracts have extended to many of the large agricultural centres. He built the Cottesloe Municipal Chambers and is responsible for more works of a residential character in this picturesque suburb, where he has made his home, than any other contractor in the State. Mr. Turville is a member of the Western Australian Master Builders and Contractors' Association and is also connected with the Australian Natives' Association, being one of the three Trustees for that organization in Western Australia. He takes a keen interest in municipal affairs, and at the inception of the Cottesloe Town Council polled a larger number of votes than any other councillor. He devotes his leisure hours to the game of bowls and is a member of the Cottesloe Bowling Club, but in early life was a cricketer of no mean order. A member of the Masonic craft, he holds honours as Past Master in the Lodge of North Fremantle. He married in 1895 Elizabeth Mary, daughter of the late Mr. Richard Phillips, of North Melbourne, and has two sons and two daughters.

THOMAS CORRAL CAMPBELL, Town Clerk of Cottesloe, is a son of Mr. Thomas Campbell of the same place, where the subject of our notice was born on September 6, 1882. After attending St. Bridgid's School he completed his education at the Christian Brothers' College, Perth, and left this institution at the age of seventeen to enter upon a position in the Postal Department of the State in its pre-Federal days. A year later he resigned from the service and proceeding to the eastern goldfields became associated with his brother in mining pursuits and gained considerable experience in the treatment of ores by the cyanide process. He continued in this line for four years, when he returned to Perth and obtained a position on the clerical staff of the firm of Mills and Ware, biscuit manufacturers, of Fremantle. This connection he relinquished after a short time to accept in 1905 the post of assistant secretary to the Cottesloe Roads Board which afterwards was merged into

the present municipality, when he received the appointment of assistant Town Clerk, assuming the duties of his present post in 1908. Mr. Campbell is a true patriot and for many years has been associated with the Australian Natives' Association, and



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MR. THOMAS CORRAL CAMPBELL.

among other offices occupied the position of President of the Cottesloe branch of this institution. He is a Master Mason in the fraternity, his mother lodge being the Boronia Lodge, No. 42, W.A.C. A warm sympathizer with all charitable schemes, almost every scheme in the neighbourhood having for its object the relief or uplifting of any section of the community commands his practical support. He is a life member of the Cottesloe Life-saving Club, and occupies a seat on the committee of this institution. In the Beach Carnival he has always been one of the moving spirits, and entertains the anticipation that this function will become an annual feature of entertainment in Western Australia. Until quite recently Mr. Campbell was a well-known player in the Cottesloe Football Club, but at the present time he devotes the greater part of his leisure time to the game of bowls. In 1908 he married May, daughter of Mr. W. H. Clifford, of Cottesloe, and has one son.

JOSEPH FRANCIS ALLEN, J.P., F.W.A.I.A., architect and civil engineer, 31, Henry Street, Fremantle, is a son of the late Mr. P. Allen, C.E., of Sydney. He was

born in Cornwall, England, on August 6, 1869, and received his education partly in his native country. Subsequently, upon arrival in Australia with his parents, he completed his scholastic studies at Parramatta, New South Wales, and at



C. M. Nixon, Fremantle.  
MR. JOSEPH FRANCIS ALLEN.

fifteen years of age began his five years' indentures with the firm of Gordon McKinnon, architects, of Sydney. Upon the conclusion of his articles he joined the firm of Rhodes & Co., civil engineers, of the same city, and spent five years in this connection, acquiring a comprehensive knowledge of the engineering profession. This experience he still further augmented by an association with the firm of Henry Simon, Limited, milling engineers, with whom he occupied the position of works manager at their engineering shops. In 1896, encouraged by glowing reports of the scope afforded to talent and enterprise in the Western State, he resigned his post with the above Company and sailed for Fremantle, from which centre he has operated in his profession over different parts of the State. With the exception of a period extending a little over a year, which he spent in the service of the State Government as assistant engineer, Mr. Allen has given his attention chiefly to architectural work, and has been responsible for the designs and erection of the East Fremantle Town Hall, the Fremantle Trades Hall, the I.O.O.F. Orphans' Home at Cottesloe, Messrs. Strelitz Brothers' premises in Hay and Murray Streets, Perth, and

numerous other works of a public, business, and domestic character. On the engineering side of his profession he designed and supervised the building of the only steel-built ship in the State, *viz.*, the S.S. "Westralian," and was also employed in the erection of the flour-mills at Geraldton. He received his commission of Justice of the Peace in 1909, when he was elected Mayor of East Fremantle, which office he still holds, and prior to this was for some years a representative of East Ward in the Municipal Council. He is the property owners' representative on the Tramways Board for East Fremantle, and is a member of the Board of the Fremantle Public Hospital. In the Masonic fraternity he holds office as Past Grand Architect for Western Australia under the Scotch Constitution and Past Grand Superintendent of Works under the Western Australian Constitution. Mr. Allen is a student of literature and lectures frequently on literary subjects, being well versed in the works of Dickens, Thackeray, and other standard novelists. He gives his hearty support to all healthy outdoor forms of athletics, and acts as Patron of the Fremantle Rowing Club, President of the East Fremantle Bowling and Tennis Clubs, and holds other offices in connection with the various associations of sports. For personal recreative purposes he divides his own attention between the Fremantle Golf Club and the East Fremantle Bowling Club, in both of which organizations he holds membership. In 1900 Mr. Allen married Jean S., daughter of Mr. John Buntine, one of the early pioneers of Victoria, whose name frequently appears in the former annals of the State, and has a daughter.

HORACE HILL PARKER, J.P., Town Clerk and Engineer of East Fremantle, is a South Australian by birth, being a son of Mr. A. W. Parker, late Town Clerk of Thebarton, in the Central State. He was born at Aldinga on September 9, 1874, and received his education at the Grote Street School under the tuition of Mr. John Young, M.A. Subsequently he attended the School of Mines, Adelaide, and while still in his teens filled the position of Assistant Town Clerk at Thebarton. During this association with his father he embraced every opportunity of extending the knowledge of engineering

previously gained in his classes, and learnt much that was very useful to him in his subsequent career. In 1897, coming to Western Australia, Mr. Parker threw all the enthusiasm of youth into a pursuit for Fortune's smile on the goldfields, shirking none of the hardships and toil incident to life in the early mining camps, and following the various "rushes" with an ardour deserving commensurate reward. This, however, was withheld, and eventually returning to Perth, in 1897, he accepted the appointment to his present position, which he has held continuously ever since. He is interested in agriculture and owns a promising estate of 2,250 acres in the Midland district, at Nugadong, where he carries on mixed farming with encouraging results. Mr. Parker received his commission of Justice of the Peace in 1904. A member for a lengthy period of the Masonic fraternity, he holds office as Past Master of the Richmond Lodge, No. 32, W.A.C. He is a keen lover and student of Nature and spends most of his leisure in long trips through the bush. In this way he is also able to gratify his instincts as a sportsman, always carrying his gun, and seldom returns without some spoils of the chase. He is also devoted to tennis for recreative purposes and was one of the



Bustletto, Perth.  
MR. HORACE HILL PARKER.

founders of the Fremantle Tennis Club. In 1898 Mr. Parker married Eliza Winnifred, daughter of Mr. Frank C. Moore, of Hyde Park, South Australia, and has a daughter.

Councillor **ANDREW ELLERY**, representing Central Ward in the East Fremantle municipality, is a son of the late Mr. William Ellery, engineer of one of the first steamers to ply the Swan River in the early sixties. His mother was the first white woman born in Western Australia. On January 12, 1860, the subject of our memoir was born at Perth, and leaving school at the age of fourteen he engaged in farming in the Toodyay district for a couple of years. He was then apprenticed to the wheelwright trade, but abandoned this work after a short time, and having taken some sheep to the North-West remained in that part of the country for about four years. During this period he was for a time associated with a brother, but afterwards went into the pearling industry at Broome and surrounding waters. Having met with fair success he disposed of his interests after three years, and proceeding to the Eastern States became identified with station life on Perricoota Station on the Murray, then the property of Messrs. Robinson and Wagner. Seven years later he entered upon marine pursuits and visited nearly all the principal ports of the world, finally returning to his native State. He next took up work on the wharves, where he occupied the position of President of the Lumpers' Union, which body made him a handsome presentation upon his retirement some years later. Ultimately settling at Fremantle Mr. Ellery opened a general store in Silas Street, which he has carried on successfully ever since. Shortly after taking up his residence in the district he contested Central Ward with the sitting member and won the seat by a handsome majority, since which period he has been returned at each election without opposition. He is a keen student of political economy and is a supporter of the Labour movement, to the interests of which he devotes the whole of his spare time. In his youth Mr. Ellery was a crack amateur runner, winning notable events in several of the States. He is still keen in his support of manly outdoor diversions, and is Vice-President of the East Fremantle Football Club. Married in 1899 to Mary, daughter of the late Mr. William Creighton, of U.S.A., formerly of Melbourne, he has issue one daughter.

Councillor **DIXON HEARDER**, solicitor, High Street, Fremantle, who represents East Ward in the East Fremantle municipality, is a son of Dr. Hearder, of Carmarthen, South Wales, and was born in that town on September 20, 1879. He received his education at the Queen Elizabeth Grammar School, and upon the conclusion of his scholastic career left his native land for Western Australia, where he arrived in 1894. Two years later he entered into articles under Sir Walter James, K.C., and in May, 1901, was called to the Western Australian Bar, subsequently proceeding to England, where he entered the office of the well-known solicitors, Messrs. Trinder, Capron, & Co., of Leadenhall Street, London. Having received a thorough training for his profession in 1902 he returned to Western Aus-



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Perth.

MR. DIXON HEARDER.

tralia, and in September of that year commenced practice in High Street, Fremantle, where he has continued ever since. Outside of business life the premier place among Mr. Hearder's interests is occupied by matters military. As far back as 1896 he joined the Perth Artillery Volunteers as gunner, and filled the position of Acting Quartermaster-Sergeant when he retired upon the occasion of his departure for England in 1900. Upon his return he received a commission in the Fremantle Artillery, and in January, 1905, was gazetted Captain and obtained command of the corps, in which capacity he continued to serve until 1908, and is now on the retired list. Dur-

ing his stay in the Old Country he acted as trooper in the King's Colonials and received the rank of Sergeant in that regiment. Mr. Hearder takes a deep interest in the affairs of the municipality, of which he is a member, and actively concerns himself in the deliberations of the Works Committee of the Council, to which he was elected in 1909. A Liberal in politics, he was an unsuccessful candidate for Parliamentary honours at the general elections of 1911. He is a member of the Commercial Travellers' Club. In earlier days he devoted a good deal of time to the sport of rowing and general aquatics, and assisted in winning several trophies in four-oar contests for his club, but tennis is now the favourite recreation of his leisure hours. In 1908 he married Dorothy, daughter of Mr. D. F. Booth, C.E., of Ontario, Canada, and has a son.

**EDWARD HENRY TOMKINSON, J.P.**, Mayor of North Fremantle, is a son of the late Mr. George Tomkinson, of Brayton-in-Hales, Salop, England, and was born at Perth on November 11, 1869. At the conclusion of his education he became apprenticed to the boot trade with the firm of Pearse Brothers at North Fremantle, and at the expiration of his indentures continued in their employ until his twenty-fifth year, when he launched out in business partnership with the late Mr. James Matthews. Five years later a dissolution took place, and Mr. Tomkinson has carried on the business at the present address ever since. Municipal affairs have always claimed his close attention, and in 1906 he was returned to the North Fremantle Council as representative for East Ward, a seat he has since continued to hold. For two years he acted as Hon. Treasurer to the Council and received elevation to mayoral honours in 1910. Mr. Tomkinson is a foundation-member of the North Fremantle Literary Institute and was its first President, holding office for five years, and the continued existence of the institution is due to his unflagging zeal and support in times of financial stress. He is a member of the Hospital Board of Fremantle and a member of the Masonic fraternity, being Treasurer for ten years of Lodge Caledonian, No. 830, S.C. In the past he gained prominence on the cinder track, and was the winner of

a number of important footraces in the State. He started the first football club in the district and partly maintained it at his own expense until such time as it was established on a sound basis. In 1907



MR. EDWARD HENRY TOMKINSON.

he married Ellen, daughter of the late Mr. Charles Lee, of Brixton, London, and has a daughter.

Lieutenant WILLIAM DRYNAN EVANS, J.P., Corps of Australian Engineers Field Company, member of the Institute of Engineers of Western Australia, is a son of the late Mr. J. W. Haines-Evans, of Logan district, Queensland, where the subject under review was born on November 29, 1874. He was educated at the Christian Brothers' College, Brisbane, subsequently pursuing his post-collegiate mathematical studies under Dr. J. Park Thomson, LL.D., the well-known Queensland scientist and *littérateur*. Upon leaving school he joined as cadet the staff of the Surveyor-General of Queensland, with which he was connected for fourteen years, at the time of his retirement having charge of the Noting Branch of the department. This he resigned in order to take a position on the computing staff in the Department of Lands and Surveys, Western Australia, and in 1905 left the Civil Service to enter upon his present appointment of Town Clerk and Engineer of North Fremantle. He has always interested himself in military affairs, and in 1893 joined the Queensland

Volunteer Rifles under Major Gartside in Brisbane. At the time of the Boer war he volunteered for service, and joining the Queensland Imperial Bushmen as a subaltern under Colonel Tunbridge went to the front at Natal, Transvaal, Orange Free State, Cape Colony, and Zululand, being awarded the Queen's Medal with four clasps. At the present time he devotes most of his spare hours, away from municipal duty, to military matters, but is also a warm supporter of all forms of athletic exercise. He was one of the founders of the Queensland Amateur Athletic Association, of which he acted as Secretary for some years, and also was founder and Secretary of two of Brisbane's Harrier Clubs, members of which have taken championship honours all over Australia,



Bartletto, Perth.

LIEUTENANT WILLIAM DRYNAN EVANS.

and on behalf of which Mr. Evans represented Queensland in 1897 at Sydney, New South Wales. Since coming to Western Australia he performed a heroic act in the rescue of two small children from drowning in the Swan River at Fremantle, and on behalf of the local community was presented with an illuminated address at the Town Hall in recognition of this act of bravery. He was concerned in the formation of the Amateur Boxing Association, being fairly expert with the gloves, and besides being elected a Vice-President has held the position of judge and referee on several occasions in this State. He is a member of the Council of the Christian Brothers Old Collegians' Association and Vice-President of the South

African Returned Soldiers' Association, is connected with the Masonic craft, and is a member of the Masonic Club. In 1899 he married Jessie Maude, daughter of the late Mr. Adolphus H. Trevethan, of Toowoomba, and has a son and a daughter.

PATRICK JOHN HEVRON, J.P., Mayor of North Fremantle (1902), is a son of the late Mr. Denis Hevron, of Ireland, and latterly of North Fremantle, where the gentleman under review was born on April 12, 1867. He was educated at the Christian Brothers' School and upon leaving that institution served his articles to the leather-dressing trade with the firm of Pearse Brothers, of North Fremantle. After nine years in this calling he started business on his own account as general customs agent and carrier, and is now a recognized identity of the Port and its surrounding suburbs. A man of genial temperament he has readily won his way into the good graces of those with whom he has been brought in contact, and when he stood for the mayoralty of North Fremantle in 1902, after having served as a member of the Council for a period of five years, his supporters were numerous and easily



Bartletto, Perth.

MR. PATRICK JOHN HEVRON.

won for him a majority of votes. He occupied the mayoral office for three years, during which his popularity in no wise suffered eclipse. He is a Liberal in politics, and has unsuccessfully contested a seat in

the House in the interests of that party. He received his commission of Justice of the Peace in 1905. In the arena of athletics he has been a performer of note in running and jumping, and few in the State know more about this form of pedestrian sport. He is also interested in racing, and has been handicapper for several well-known clubs, besides which he acts as Patron of the North Fremantle Cricket and Football Clubs, and has held presidential and other offices in connection with various athletic and sporting organizations. Mr. Hevron married in 1894 Silda, daughter of the late Mr. John Matison, of Fremantle, and has three sons and a daughter.

GEORGE HISCOX, J.P., Mayor of Midland Junction, is a son of the late Mr. William Hiscox, of Hammersmith, England, in which town he was born in February, 1864. At an early age he left his native land for New Zealand, and having completed his education in the Dominion was subsequently engaged in storekeeping pursuits at Ohinemutu and Wiro, to which latter place he returned after a period spent in the South Sea Islands. In 1887 he left New Zealand for Melbourne, and was there during the time of the great boom, continuing his travels to Western Australia in 1889. Here he entered upon hotel-keeping, first taking over the management of the City Hotel at Perth. At a later date he purchased the freehold of the Guildford Hotel, and continued as boniface of this establishment from 1890 to 1902. He then went for a pleasure trip to England at the time of the coronation of His late Majesty Edward VII., and upon his return in 1903 purchased the Royal Standard Hotel at Perth. After carrying this on for a brief period he sold out and lived in retirement for a year at Belmont, at the end of that period personally entering upon the conduct of the Freemasons' Hotel at Midland Junction, this being one of two hotels which he had built while formerly residing at Guildford. Mr. Hiscox has taken much interest in the development of the town of Midland Junction and the surrounding district, and has watched the growth of the neighbourhood for over twenty-two years. He has served as a member of the various public bodies, in 1896 having been elected to a seat

on the Guildford Municipal Council, which he held for a couple of terms. He was also a member of the Belmont Roads Board, and in 1911 was returned by a large majority as Mayor of Midland Junction, which office he now holds. He holds a commission of Justice of the Peace for Swan magisterial district. A Past Master in the fraternity of Freemasons he is a member of the Masonic Club, and is also connected with Tattersall's Club. He is fond of field sports and is Patron to all the local sporting clubs. Mr. Hiscox married Lily, daughter of Mr. Joseph Hiscox.

PERCIVAL FORD ROBINSON, Mayor of Midland Junction (1911), is a son of the late Mr. W. A. Robinson, farmer and grazier, of Beverley. He was born at Sunny Hill, Beverley,



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MR. PERCIVAL FORD ROBINSON.

in March, 1866, and received his education at the Commercial Student School, Perth. His studies completed he entered upon pastoral life at his father's sheep station, "Mount Florence," in the Roebourne district, and after continuing there for a couple of years in 1886 joined a prospecting expedition to Kimberley, from which, however, he reaped no satisfactory results. In 1887 he returned overland to the station and settled down to the life of a squatter, two years later taking a portion of his father's stock to the De Grey district, where with his brother he formed what is now known as the Coongan Station. In addition to his

large grazing interests in the Northwest Mr. Robinson holds considerable property in Perth and Midland Junction, and in 1902 left the north and purchased his present residence, "Undercliff," at Greenmount, the former property of his father-in-law, Mr. E. G. Lacey. Before taking up his permanent residence in his new home Mr. Robinson, accompanied by his wife, in 1904 made an all-round tour of the world, during which they visited the famous St. Louis Exhibition. Upon his return he was prevailed upon to take up public life and was returned as Mayor of Midland Junction in 1907, after a strenuous fight, and has retained the chair ever since. Various improvements have been made to the town during his period of office, notable among which was the erection of the municipal sale-yards, which rank as second to none in the State. In 1910 Mr. Robinson took over the proprietorship of the business known as the Cardup Brick Company, which he carries on in addition to other interests. In the following year he turned his attention toward the Parliamentary arena and contested the Guildford electorate in the Liberal interest, but was defeated by the Labour member. He is a keen sportsman, and has always displayed an active interest in the various large shows held annually in the State, in 1909 purchasing "Ring-leader," the champion buggy horse of the year. He is a member of Tattersall's and the Western Australian Clubs. Mr. Robinson married Clare Elizabeth, eldest daughter of Mr. E. G. Lacey, who came from New South Wales in 1880 to open up the jarrah industry in Western Australia, and was the first to erect a saw-milling plant and yards of any dimensions in Perth. He was also one of the earliest supporters of mining in the State.

Councillor ARCHIBALD JAMIESON, representative of West Ward in the Midland Junction municipality, is a son of the late Mr. Peter Jamieson, of the Shetland Isles, where he was born in 1868. At the close of his schooldays he took to a seafaring life, during the course of which he landed at Adelaide, South Australia, about 1880. Two years later he came to Western Australia, and abandoning marine pursuits joined the Government Railways Department in the construction branch

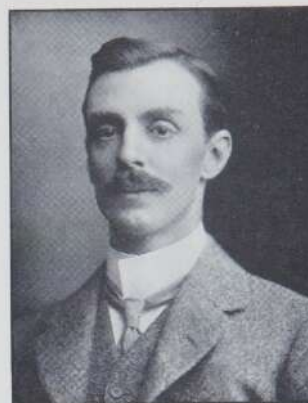
of the Service. After six years he transferred his services to the Midland Railway Company, and having completed twelve years in this class of work eventually resigned to start contracting on his own account, which occupation he followed for about two years. At the end of this period he was offered and accepted his present position of Secretary to the Midland Club, which office he has continued to hold ever since. Mr. Jamieson has long been associated with public life, having first entered the local Council in 1899, since when he has continuously served the ratepayers in the capacity of councillor and has proved himself a strenuous worker in their interests. As Chairman of the Works and General Purposes Committee for six years he has seen many important improvements taken in hand and carried through by the Council, among these being the new Town Hall, the Electric Light Station, the Saleyards, and the construction of all the main roads about the town. Being a follower and supporter of all manly outdoor sport he has displayed keen interest in the establishment of the present recreation ground and oval, and has been Secretary of the local football and cricket clubs for a considerable period, besides which he is a player of bowls. Mr. Jamieson married Sarah, daughter of the late Mr. William Rose, of England, and has six sons and three daughters.

**FREDERICK J. PIERCY**, Mayor of Guildford, is a son of the late Mr. Richard Piercy, of Reading, Berks, England, and was born on June 22, 1854. He was educated at the Reading State School, with a finishing course at the Rev. Thomas Caterer's Private Boarding Academy at Peppard, in Oxfordshire, and upon leaving school began work in his father's pottery at Reading. He concluded his apprenticeship to the trade at Doulton's, at Lambeth, being identified with the latter works for four years, and after an additional year in his father's employ left England for Australia, where he joined his brother in the business of Piercy Brothers' South Australian Potteries. He continued in this connection for seventeen years, ultimately coming to the Western State in 1898, when he commenced business as Managing Director of the Woodbridge Brush and Pottery Company.

At a later date he purchased this concern in conjunction with Mr. Turton and carried it on successfully until 1908, when he established his present works at Belmont, known as the West Australian Pottery Company, the conduct of which he has supervised ever since. Mr. Piercy has devoted a portion of his leisure to the study of public matters, and perceiving in municipal life a sphere for his activities he entered the Guildford Council and has promoted the interests of the ratepayers with unceasing vigilance. He was duly elected to the mayoral office, an honour which was repeated some few years later, since which period he has continued to fill the chair. Great improvements have been brought about by the Council, including the lighting of the town by electricity, and Mr. Piercy is now strongly advocating a new scheme of deep drainage for Guildford. A follower of all manly sports, in earlier days he was a prominent wielder of the willow in South Australia, and also gave a good deal of attention to football and swimming. Latterly he has contented himself with the less active game of bowls and is a leading member of the Swan Bowling Club, of which he has been President for two separate terms. Mr. Piercy married Emma May, daughter of the late Mr. William Silver, of Norwood, South Australia, and has two sons and a daughter.

Councillor **HAROLD ARTHUR DEVENISH**, representing the ratepayers of Guildford in the local Municipal Council, is a son of Mr. S. B. Devenish, of that town, and was born on December 20, 1881. He pursued his early studies at Guildford and concluding his education at Perth commenced active life in the Public Works Department of the State. After two years he left this branch of the Civil Service and joined the staff of the General Post Office, where he continued for three years. Upon the taking over of the Postal Department by the Federal Government he was transferred to the Postmaster-General's Office at Melbourne, where he passed a period of three years, resigning in 1905. Returning to Western Australia, Mr. Devenish entered upon business pursuits in conjunction with his father, carrying on as valuers, land agents, and auctioneers, and has conducted transactions successfully in

this connection ever since. He has found a field for the exercise of his public gifts in his native town of Guildford and since his return from the Eastern State has on several occasions filled the position of Secretary to the Swan Agricultural So-



Bartletto, Perth.

**MR. HAROLD ARTHUR DEVENISH.**

ciety and the Mechanics' Institute. Always willing to place his services at the disposal of the people of his district in 1910 he entered the Municipal Council and acts on the Finance Committee, his particular line of business specially adapting him for the work. He is also a member of the Lighting Committee. He is fond of horticulture and devotes a good deal of time to the culture of roses and the working of a small vineyard situated at Caversham, about 2 miles north of Guildford. He is also a player of bowls and tennis.

The Late **GEORGE JOHNSON** was born at Holme, Yorkshire, England, in February, 1803, and was brought up to farming pursuits. In September, 1829, in company with a number of other Yorkshire farmers, notably the brothers John and Joseph Hardey and Michael and James Clarkson, he sailed in the barque "Tranby" for Swan River, by which name Western Australia was generally known in those early days. The colony was founded on June 1, 1829, and the party arriving in February, 1830, found a very primitive state of things existing. With other settlers they suffered considerable hardships in laying the



foundations of the present flourishing State and led very strenuous lives. The late Mr. Johnson was a member of the first party organized to explore the Avon country and received a grant of land in that district. He afterwards acquired some

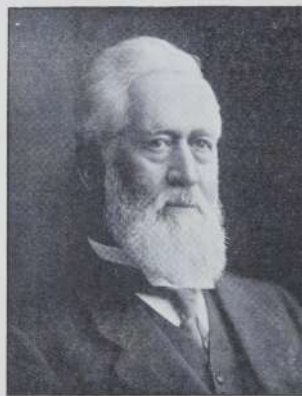


MR. GEORGE JOHNSON.

sheep, and having remained in the colony ten years, in 1840 returned to England, where he married and settled down for about fourteen years. In 1854 he again took passage for Western Australia, and with his wife and two sons took up his residence at Guildford, where he established a flour-mill. He was very active in public affairs and took his full share in promoting the right government of the district. He assisted in forming the Town Trust, of which he became a member, and was connected with the Municipal Council from its inception, holding variously the offices of Chairman and Treasurer. He was also one of the founders of the Guildford Mechanics' Institute. After a busy and strenuous life he died at Guildford on August 23, 1879, at the age of seventy-six years, universally respected by all classes as a man of the strictest probity.

WILLIAM GEORGE JOHNSON, Ex-Mayor of Guildford, is a son of the late Mr. George Johnson, one of the early pioneers of Western Australia, who arrived in the State by the sailing vessel "Tranby" in 1830, and was one of the holders of land grants on the Swan and Avon Rivers. He was born at Manchester,

England, on September 13, 1844, and in his eleventh year was brought by his parents to Australia, where he received his education at the State School at Guildford and by private tuition. Upon the completion of his studies he assisted his father in the working of a flour-mill owned by the latter, and having spent a few years in this occupation at the age of twenty-two entered the Government Service in the Imperial Convict Department. He served ten years in this connection, at the end of which period he applied for leave to resign and was granted a pension. In 1877 he joined the mercantile office of Mr. J. H. Monger, where he remained for two years, when upon the death of his father he returned to Guildford to undertake the management of the farming



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MR. WILLIAM GEORGE JOHNSON.

property and vineyard, which he continued to develop for some time. He holds the offices of executor and trustee for several properties, and the discharge of these duties, together with the control of his own interests, fully occupies his time. His early and long connection with the district has given him an experience invaluable to a member of the municipal government, and as early as 1880 he was elected a councillor for Guildford. On November 21 of the following year he was returned as Chairman, and continued to fill this post for the ensuing three years. In 1887, when Guildford was gazetted a mayoralty, he succeeded the late Mr. Padbury, who filled the office for a few months, and con-

tinued to occupy the mayoral chair for three years, retiring in 1890. In 1893 and 1895 he was again elected to the mayoralty, and served his fellow-townsmen continuously in this capacity until 1899, with a break of one year only (1897). Since his retirement from this office he has retained his connection with general public affairs, being a Justice of the Peace for the whole of Western Australia, Licensing Magistrate, a member of the Swan Roads Board and Chairman for several years, a member of the Agricultural Society, as well as President of the Guildford Mechanics' Institute. He has also been President of the Swan District Building Society since its inception in 1895 and Hon. Secretary of the Swan District Board of Education for thirty years. During the whole of his life he has been a great lover of music, both vocal and instrumental, and has held honorary positions as organist in various churches for nearly fifty years. In matters of recreation, during his earlier life he took considerable interest in cricket, in later days becoming a member of the Swan Bowling Club. He married Elizabeth Victoria, daughter of the late Mr. Robert Davy Hardey, one of the best known of the early settlers in the Eastern district, and has a son and five daughters.

Councillor WILLIAM DENYER ROBINSON, member of the Queen's Park Municipal Council, is a son



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MR. WILLIAM DENYER ROBINSON, of Mr. William Robert Robinson, of Manchester, England. He was

born in New Zealand on January 17, 1878, and received his preliminary education at Christchurch, concluding his scholastic career in Victoria. Commencing commercial life in a softgoods establishment at Geelong he continued in this connection until 1895, in which year he came to Western Australia. For two years he filled a position in the drapery house of Messrs. Charles Moore & Co., and spent five years in the employ of the late Messrs. E. C. Shenton & Co., of Perth. During three years of this period he controlled the department dealing with Government orders, for which the above firm had held the contract for a number of years. After an interval in which he was engaged in the same line of trade Mr. Robinson accepted his present appointment with the well-known firm of Foy & Gibson, Universal Providers, of Hay Street, Perth. From time to time he has devoted a considerable share of his leisure to various public concerns which have appealed to him as worthy of the attention of the thoughtful citizen. For about ten years he has occupied the position of Treasurer to the Perth Branch of the Australian Natives' Association, in which organization he takes a deep interest, and is Secretary of the local Fire Brigade. In order to serve his district more efficiently he became a candidate for a seat in the Queen's Park Municipal Council in 1911, and has closely identified himself with the special movements which have since engaged the attention of that body. He is using his influence to obtain an effective drainage system for the district and favours the dividing of the municipality into wards. The water supply question is also receiving his earnest consideration. Mr. Robinson has always connected himself with the Labour movement and is a member of the Shop Employees Federation. He is an adherent of the Protestant Church and takes a prominent part in all matters tending to its advancement. He was at

one time an ardent cyclist and a follower of river sports, owning his motor boat, and still advocates a free indulgence in all manly outdoor pastimes.

**WILLIAM GEORGE WITHNELL**, Guildford, is the eldest son of the late Mr. John Withnell, one of the earliest pioneers of the north-west district of Western Australia. He was born at Hillside Farm, near Beverley, in 1860, and when three years old accompanied his parents, who sailed for the Nor'-West by the barque "Kestral," under the command of Captain Pringle. After an unsuccessful attempt to land their stock, consisting of sheep, cattle, and



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MR. WILLIAM GEORGE WITHNELL.

horses, at Port Hedland a landing was effected at Cossack and the stock driven to Roebourne Pool, where a station was formed on the Harding River. A large run was afterwards taken up on the Sherlock River, where they made their home and brought up a large family of children under the difficult conditions presented by lack of educational

facilities and other adjuncts of civilization. The names of John Withnell and his wife Emma Mary, who is still living, are household words in the memory of all those associated with the early development of the Nor'-West, and their kindly help and sympathy, extended freely to all strangers and fresh settlers, will keep their memory green when the recollections of those pioneering days are fading into oblivion. As years passed some of the family circle migrated south, while the remaining members continued in the pastoral industry in and around the original "Sherlock Station." Mr. W. G. Withnell, upon reaching the age of twenty-one years, joined partnership with his brother, John Gregory, and formed a sheep station on the Shaw River, in the East Pilbara district. To this they gave the name of "Hillside" and continued there for some time, eventually disposing of their interests and buying into another pastoral property in the Roebourne district, called "Karratha Station," which has been greatly improved and extended since coming into their possession. In 1902 Mr. W. G. Withnell retired from the active personal management of "Hillside Station," but since taking up his residence at Guildford has devoted a portion of his time and attention to the various operations of his pastoral properties. He has found occupation for his leisure hours in the study of municipal management, and in 1909 allowed himself to be nominated for a seat in the local Council. Subsequently the pressure of business affairs prevented him standing for re-election but he anticipates resuming his connection with public life in the near future. On March 28, 1894, Mr. Withnell married Ellen Amelia, eldest daughter of the late Mr. George Worth, of Guildford, and has five sons and four daughters. His eldest son, Mr. George Harold Withnell, in 1911 entered upon pastoral pursuits with his uncle, Mr. J. G. Withnell, on the "Dirk Hartog Island Station" at Shark Bay.

## Roads Boards in the Metropolitan Area.

The roads of those districts in the metropolitan area which have not attained municipal dignity are under the charge of various boards, allied to which are boards administering the Health Act. Besides those mentioned hereunder the boards surrounding Perth, Fremantle, and Midland Junction are as follow:—Belmont Park, Melville, Wonneroo, Claremont, Maylands, Bayswater, Gosnells, Fremantle, and Swan. These boards are authorized by the Road Board Act to levy rates not exceeding 3d. in the £ on unimproved values. They may within certain limits float loans, and have specific powers under various Acts, such as "Width of Tires," "Noxious Weeds," "Cattle Trespass," etc.

### PERTH ROADS BOARD.

This body governs the districts known as Maylands and Mount Lawley, Osborne Park, and what is known as the Coast Ward. The most populous part of this area is the firstnamed, the history of which may be said to date from 1901, when the population was about 100. The present population is about 4,500, and during the past decade some 900 houses have been erected, many of them being mansions of modern design. The records of attendance at the Maylands State School offer some indication of the tendency to increase in population in the district, the present buildings having outgrown their capacity, a local church having been requisitioned until the completion of further additions to the existing buildings. The daily attendance averages 630. The Institute for the Blind is situated in the district, as well as various industrial premises.

For the year 1911 the receipts of Perth Roads Board amounted to £9,615, and the expenditure to £6,000. Some idea of the increase of values in the past ten years may be obtained by comparing the rates of 1901, when £115 was the levy, while in 1911 the amount reached £3,653. In 1901 there were no roads; to-day over 50 miles of road exist. The capital value of rateable property in 1903 was estimated at £114,962. In 1911 the valuation was £344,631. There are fine bowling greens and tennis courts in Mount Lawley, while Maylands is following suit. Osborne Park is the market garden suburb, and is reached by tram in a run of about half an hour from the centre of the city.

### WEST GUILDFORD ROADS BOARD.

The West Guildford Road District was proclaimed in July, 1901, with an area of five square miles. The population is approximately 1,350. For the financial

year 1911-12 the gross revenue was £2,568 10s. 4d. and the gross expenditure £2,615 12s. Fifty new houses were erected during the year 1911, and the present year promises an even greater advance. The following works were also carried out:—Public hall and offices, at a cost (including furniture) of £1,020; Perth-Guildford Road, 53 chains widened by 4 ft.; 47½ chains of road constructed; 45 chains of footpath constructed; 25½ chains of road formed; 30 chains of drains cut; two culverts provided; 4 chains road clearing done. A loan of £3,000 is being floated, which will provide funds for construction of about three miles of new roads. The number of ratepayers is now over 1,100, as compared with 824 in 1909-10. A public siding has been provided by the Railway Department. The local State school has been extended and enlarged during the past year. An alteration in the boundaries of the district has been effected whereby a portion of the western end has been ceded to Bayswater district and a portion of Locations O1 and P has been received from the Swan Roads Board. Brisk business has been done by the agents for the owners of the large estates in the district, and land values have risen considerably.

### PEPPERMINT GROVE ROADS BOARD.

This body was formed in 1895, and embraces an area of some 300 acres, the approximate population being 1,250 persons. The receipts for the year 1911 amounted to £1,200, the expenditure being £1,284. During the past year many of the "ribbon" roads, or those made down the centre only, have been widened, these including Forrest, Leake, Vieane, Harvey, and Palmerston Streets. The policy of making footpaths was also vigorously pursued. About £4,000 worth of new building was carried out in 1911. In this district a better class of house prevails. Its residents are the leading business-men of Perth and Fremantle; also retired gentlemen and Civil servants. There is very little land to build on now. The ground is at a premium, and is very high in price. There are two or three large houses about to be erected. The lots are too expensive to build small houses on them.

The foreshore in this district and the recreation ground is visited by thousands of visitors and picnickers during the summer months. This is a favourite resort for Sunday-school picnics and private firms' picnics. Bordering Freshwater Bay scores of yachts and motor launches during the summer evenings, as well as river-going steamers, "The Zephyr," and other pleasure boats, call at the jetty.

**ROBERT THOMSON ROBINSON**, member of the Perth Roads Board, was born in Ireland in 1867. He is a son of Mr. John Robinson, of Albany, Western Australia, and left his native land with his parents in 1872. Arriving at Victoria in that year he spent some time in the Eastern State, and in 1887 the family removed to Western Australia. Young Robinson was sent to South Australia to pursue his educational studies at Prince Alfred College, and at the close of his scholastic career was articled to Mr. Septimus Burt, K.C., of Perth. In



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MR. ROBERT THOMSON ROBINSON.

1889 he became associated in partnership with Mr. S. J. Haynes, solicitor, of Albany, and nine years later, in conjunction with Mr. C. Baxter Cox, took over the legal practice of Messrs. Sholl & Foulkes, establishing the well-known firm of Haynes, Robinson, & Cox, still retaining his connection with the firm of Haynes and Robinson at Albany. His brilliance and energy soon advanced him to a prominent position in the legal profession. He quickly grasps the points of a case and his excellent memory for leading cases and precedents frequently brings to naught the efforts of the opposing counsel to build up his case. Mr. Robinson has large property interests, being a joint owner of Mount Lawley, where he has directed his attention to the formation of a suburb which in breadth and design, as by its modern and complete sanitary system, may be regarded as a model. In 1908 he was returned as a mem-

ber of the Perth Roads Board as representative for Mount Lawley Ward and in the following year was elected to represent the Board at the General Conference held to discuss the Greater Perth scheme. Mr. Robinson took a keen interest in this project, and with Mr. R. P. Vincent, Ex-Mayor of Perth, was mainly responsible for the general construction of the scheme which, when placed before the electors, at the taking of the referendum, was carried by a great majority. In 1911, with the assistance of Mr. W. E. Bold, Town Clerk of Perth, he undertook the supervision of the Bill or Statute to give effect to the wishes of the ratepayers in this respect, and looks confidently forward to the time when the Greater Perth Scheme shall have become an accomplished fact. His interest in political affairs is very strong, and the more extended and effective organization in recent times of the Liberal League is in no small degree due to the energy which, notwithstanding professional demands on his time, he has been able to devote to this body as a member of the Executive Committee. Mr. Robinson is an enthusiastic motorist and is President of both the Western Australian Automobile Club and the Perth Motor Cycle Club. He takes great interest in horticulture and makes a hobby of this pleasant occupation.

continued in this connection until June, 1911. In that month Mr. Addenbrooke established himself in business in conjunction with his present partner, Mr. A. R. Morrison, opening in Wellington Street, Perth, and trading as the Globe Engineering Company. From its inception the business has gone ahead by leaps and bounds, and its progress reflects the utmost credit on the management, which has spared no pains to launch it successfully on the fickle sea of commercial enterprise. Prior to 1910 Mr. Addenbrooke, on account of his business duties, declined



Bartletto, Perth.

MR. JOHN BERTRAM ADDENBROOKE.

**JOHN BERTRAM ADDENBROOKE**, member of the West Guildford Roads Board, is a son of the late Mr. David Addenbrooke, of Staffordshire, England, and was born at Prince's End, in that county, on October 31, 1878. He was brought to New Zealand at an early age and pursued his scholastic studies at Dunedin, afterwards attending a school in Melbourne, Victoria. At the close of his schooldays he accompanied his father to England and served his apprenticeship to the firm of Rushton & Proctor, engineers, of Lincoln, and afterwards with the National Gas Engine Company, of Manchester, with which he remained for about twelve years. Resigning the position of Assistant Works Manager, to which he had attained, in 1906 he turned his face to Australia and landed in Western Australia in April of that year. He obtained employment as Manager of the engineering department of the firm of Saunders & Stuart, and con-

to take any active part in public life, but, though still a very busy man, he occupies a seat at the present time on the West Guildford Roads Board, having been elected to this position in the above year. He is an excellent worker in the interests of the ratepayers, fully realizing the responsibilities of office and conscientiously discharging them to the best of his ability. In the Old Country he filled various positions of trust, having been Secretary of the Ashton District Sunday-schools Union and District Secretary of the London Orphan Homes and Training Ships. His favourite diversion is shooting, and he is generally successful in securing a good bag. He devotes his leisure hours to fruit and vegetable culture at his residence at West Guildford. In 1903 Mr. Addenbrooke married Isabella, daughter of the late Mr. James Clarke, of Airdrie, Lanarkshire, Scotland, and has two sons and a daughter.

JOHN DANIEL TROTT, Secretary and Inspector of the West Guildford Roads Board, is a son of Mr. A. Y. Trott, of Camberwell, Victoria. He was born at West Melbourne on October 29, 1877, and after a preliminary course of education at a



Bartolotto.

Perth.

MR. JOHN DANIEL TROTT.

State school studied at Hawthorn College and finally matriculated at the Melbourne University. Upon starting business life, he engaged in clerical work for several prominent warehousemen in Victoria, and at a later period was in business on his own account for some time. In February, 1902, he came to Western Australia, and upon arrival in this State assumed the duties of general store manager and postmaster in the newly-formed district of Maylands. After continuing in this position for two years he was given control of the Maylands Board of Health, and during the four years spent in this appointment made a thorough study of all matters pertaining to this and kindred posts, and was successful in gaining the diplomas of the Royal Sanitary Institute for Inspector of Nuisances and Sanitary Science, being the first local Inspector to receive the latter award. These diplomas qualified him for more important duties, and he accepted the position of Health and Municipal Inspector at Bunbury, where he remained for two years. In 1910 he was appointed to his present post, that of Secretary and Inspector to the West Guildford Roads Board and

Board of Health, with which he combines the office of postmaster. The West Guildford Roads Board at one time was partly under the control of the Guildford Council and Bayswater Roads Board. In 1901 it was created a separate Roads Board, now being a self-governing and self-supporting body. Since that date the district has made rapid advance, and the population has increased from 200 to 1,300, while the improved condition of the roads testifies to the efficiency of the body of control. Mr. Trott is Secretary of the local Fire Brigade and has always taken an active part in the various public movements of the districts in which he has been located. He has been a devotee of friendly society work, and successfully filled the office of Grand Master of the Western Australian district, M.U.I.O.O.F. He is a well-known figure in musical and sporting circles, and is now enthusiastically promoting the formation of a tennis club at West Guildford.

HENRY FRANCIS BRIGGS, member of Cottesloe Beach Roads and Health Board, is a son of the



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MR. HENRY FRANCIS BRIGGS.

late Mr. Joseph Briggs, of Romsey, Victoria, and was born at Carlton, in that State, on February 15, 1856. He was educated at a private school, and when fourteen years of age became engaged in storekeeping pursuits, which subsequently he relinquished to join his father in the building trade. He also obtained

some experience in the farming industry, but after reaching man's estate abandoned these callings and joined the Survey Department of the Victorian Railways. In July, 1884, he was offered and accepted a position with the firm of C. & E. Millar, the well-known railway contractors, and eventually rose to the management of the head office at Melbourne. In 1905 he came to Western Australia as Manager of the Fremantle Branch of Millars' Karri and Jarrah Company, Limited, where he has continued ever since. Making his private residence at Cottesloe Beach he has taken an active interest in local affairs and in 1910 was elected a member of the Roads and Health Board. While in Victoria Mr. Briggs took a leading part in musical matters in and round Melbourne and was associated with the Royal Metropolitan Liedertafel for many years. He was also a prominent member of the Melbourne Celtic Club. His chief recreation at the present time is found in the game of bowls, and he is a member of the Cottesloe Club. In 1896 he married Alice, daughter of the late Mr. Thomas Coop, of Gisborne and Moonee Ponds, Victoria, and has two sons and five daughters.

RICHARD EPHRAIM BRADY, Secretary of the Darling Ranges Roads Board, Kalamunda, is a son of the late Mr. James Brady, farmer, of South Australia, and was born at Callington, in that State, on December 18, 1873. He received his education at Murray Bridge, and upon leaving school followed farming pursuits on his father's property until 1892, in which year he left for New South Wales. Mr. Brady was engaged in fruit-growing in the mother State for about four years, at the end of which period he was called to Western Australia to arrange matters in connection with his late brother's estate. Having completed these arrangements he decided to take up his residence in this quarter of the island continent, and with a view to fruit-farming selected a property at Kalamunda, which he ultimately disposed of in 1908. Three years prior to this date Mr. Brady received the appointment of Secretary to the Darling Ranges Roads Board, and has continued to fill this office ever since. His duties include the supervision of 116 miles 16 chains of roads, and the area of

country under control of the Board extends over 125,845 acres, including 28,545 acres of horticultural and residential holdings, 2,300 acres of pastoral leasehold, and 95,000 acres of timber concessions. Subsequent to selling his property above mentioned, Mr. Brady purchased a suburban block, embracing 13 acres, with a substantial eight-roomed house and about an acre of good, moist garden



*Bartletto, Perth.*

MR. RICHARD EPHRAIM BRADY.

ground. For recreative purposes he here engages in strawberry culture and the growing of flowers, in which he has met with considerable success. His berries have obtained favourable recognition from the adjudicators in connection with the local shows, and his flower-beds command general admiration, his collection of carnations including all the best-known

varieties of this favourite bloom. Mr. Brady has held many honorary positions in the district, and prior to his appointment as Secretary filled the post of Assistant Secretary to the Horticultural Society from its inception.

**FREDERICK JOHN DUFFY**, Secretary of the Wanneroo Roads Board, is a son of Mr. Bernard Duffy, of Ireland, one of the first settlers in the Wanneroo district, where the gentleman under review was born on September 22, 1875. He received his education at Mr. H. Briggs' school at Fremantle, with a finishing course at the Christian Brothers' College, Perth, and upon leaving this institution became associated with farming pursuits at Wanneroo in conjunction with his brother. At a later date he started operations on his own account on a property situated about 12 miles from Perth consisting of 320 acres freehold, and in addition rented a pastoral lease of 6,900 acres in the Wanneroo district, which properties he still retains. Of the freehold about 40 acres have been cleared and a market garden is cultivated, a large variety of vegetables being grown successfully. Mr. Duffy also engages extensively in grazing of cattle and horses, the herd being composed chiefly of a cross between the Ayrshire and Jersey breed, in which he has been a successful exhibitor at the Wanneroo Shows. The horses are of a light strain, principally intended for riding-hacks or for buggy use. Mr. Duffy has always been distinguished for the active part he has taken in local affairs, and in 1903, when the Wanneroo Roads

Board was first established, received the appointment of Secretary, which office he has filled ever since. Since that period the development in the district has advanced by leaps and bounds, the increase of revenue amounting to about 150 per cent. The Board controls about 100,000 acres of country, extending from the eight-and-a-half milepost on the



*Bartletto, Perth.*

MR. FREDERICK JOHN DUFFY.

Wanneroo Road to the Yanchep Caves, and eight miles inland from the coast. Mr. Duffy is also Secretary to the Agricultural Society, Government Electoral Officer, and Postal-Vote Officer, and was gazetted Justice of the Peace for Perth magisterial district in 1906. In 1907 he married Eva Matilda, daughter of Mr. James Samuel Cockman, and has three sons.



## The Press of Western Australia.

The genesis of journalism in Western Australia is an interesting chapter not only of the history of the Press, but also of the many striking personalities who formed the "Fourth Estate" of the infant Swan River settlement.

Much of the following summary is abstracted from a work by Mr. Edward Stirling, afterwards identified with one of the largest journalistic enterprises in the State. In this little work, "A Brief History of Western Australia," we have facts placed before us by one who was contemporaneous with the situations he depicts, and in many respects the work partakes of the nature of an autobiography.

We also learn from a diary kept by Mr. George Fletcher Moore that within a few months of the foundation of the settlement that a copy of a manuscript paper was issued. This paper was published by a man named Gardiner, but its existence seems to have been brief and troubled. This was followed by another manuscript journal published by W. K. Shenton at the *Gazette* office, Fremantle, and published at 3s. per copy. A copy of this sheet is at present in the library of the British Museum.

In May, 1832, Charles Macfaull in conjunction with W. K. Shenton printed a small news-sheet called *The Fremantle Observer*, but the partnership was not of long duration.

The story of the first newspaper is a somewhat humorous résumé of the history of the "Fourth Estate" in Western Australia. The publishing house was a shed owned by Colonel Latour in Fremantle, and whilst in one corner was printed the first newspaper of the settlement in the other was the mill which ground the first bushel of wheat in the colony.

The partnership existing between Messrs. Macfaull and Shenton was not of very lengthy duration owing to the vagaries of a contributor, and Mr. Macfaull continued the sheet for a time after the dissolution of the partnership.

The paper, however, became defunct after twelve months' existence owing to the financial embarrassment of the publisher, who could not afford the weekly rent required for the hire of the plant.

The owner of the plant, Mr. Weasel, soon after established a paper called *The Inquisitor*, which led to a sad contretemps, with a still sadder ending. The contributors or staff of this journal were Captain Graham,

formerly Governor of Sierra Leone, whose bickerings with the Colonial authorities were public knowledge; Mr. Yule, afterwards police magistrate of Perth; a Mr. Johnstone, who was engaged in mercantile pursuits; and a Scotch lawyer named Clarke. The policy of the paper on Government affairs led to many disagreements between the staff, who held on many questions of public interest strongly divergent views. A disagreement of a more than usually passionate and acrimonious nature led to the statement by Johnstone that Clarke was "no gentleman," and a duel was the result. Johnstone was mortally wounded by Clarke's fire, and died in twelve hours. Thus the first year's publication ended in murder—a significant travesty on that freedom which should be the keynote of all true journalism.

In 1833 *The Perth Gazette* made its appearance, under the leadership of Mr. Macfaull, whose second venture in the realms of journalism was fairly successful—at least for a few years. This was the progenitor of *The West Australian* of to-day.

In 1835 Mr. Waylen published a letter in this news-sheet in criticism of the captain and crew of a vessel named the "Skerne," which had been wrecked between Carnac and Garden Island. The letter accused the captain of drunkenness, and he sued the paper for £500 damages for libel. The solicitor for the plaintiff was Mr. Nairn Clarke, already notorious as the slayer of Johnstone, who put in an ingenious plea, that as the captain only wanted to protect his character any damages the jury liked to assess would be given to the poor of Perth. On the evening of the first day of the trial Clarke had an interview with the foreman of the jury—a most unrighteous proceeding—and promised him the sum of £5 for a jollification if the jury returned a verdict for the plaintiff. This they did, assessing damages at £75. The "spree" eventuated, but Macfaull never recovered from the financial embarrassment caused by this unjust verdict.

In 1835 Clarke, so notorious previously in journalism, became the publisher of a second journal named *The Guardian*, which had a brief existence of twelve months.

Having outlined the early efforts of journalism in this State, let us pass on to a history of those particular journals whose policies and literature have become part and parcel of the life of the people.

## “The West Australian.”

Before proceeding to give a brief historical review of the oldest daily paper in this State—*The West Australian*—which has had a continuous existence dating from the year 1833, it would be as well to take a glance at the earlier history of Australasian journalism.

A comparative table giving the date of the foundation of the oldest newspaper in each State of the Commonwealth, including New Zealand, will no doubt prove interesting, and serve also to impress the fact that in the realm of journalism throughout Australasia Western Australia holds a deservedly high place.

The following brief summary of dates will show very clearly the position of the leading Western Australian newspaper in regard to the other principal newspapers in the capital cities of the Commonwealth and New Zealand:—

*Sydney Morning Herald* (New South Wales).—First published in April, 1831, as *The Sydney Herald*.

*West Australian* (Western Australia).—First published under the name of *The Perth Gazette* and *Western Australian Journal* in January, 1833, since which time publication has been continuous.

*South Australian Register* (South Australia).—First published as *The South Australian Gazette and Colonial Register* in June, 1836.

*The Argus* (Victoria).—First published in 1838 as *The Melbourne Advertiser*, in 1846 renamed *The Melbourne Argus*, eventually to become *The Argus*.

*The New Zealander* (New Zealand).—First published in 1841, and ceased publication in 1863, but was followed immediately by a paper called *The New Zealand Herald*, published by one of the proprietors of the defunct journal.

*The Launceston Examiner* (Tasmania).—First published in March, 1842.

*The Brisbane Courier* (Queensland).—First published under the name of *The Moreton Bay Courier* in June, 1845.

A glance at the above will at once disclose that *The West Australian* can justly lay claim to the proud position of the second oldest journal in Australasia, and it will be satisfactorily proved that the reputation of the newspaper is as high in every other respect.

While it is the oldest existing newspaper in Western Australia, it must not be forgotten that several other efforts in journalism, already noted, preceded it, though they had but an ephemeral life.

Satisfactory evidence is forthcoming that a manuscript newspaper was published but a few months after the foundation of the Swan River Settlement, and in

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the library of the British Museum is to be found a copy of a news-sheet published in March, 1831, with the high-sounding title of *Western Australian Chronicle and Perth Gazette*. The imprint shows that it was published by W. K. Shenton at *The Gazette* office, Fremantle.

It would be interesting if *The West Australian* could be traced to have had its genesis in this news-sheet, and when we consider the transactions that existed between Shenton and Macfaull, the first publisher of *The Perth Gazette*, it requires no stretch of imagination to give to the paper even an earlier date than that already ascribed.

Late in the year 1832 Macfaull, who already had had several essays in journalism, imported a Stanhope printing press, and on January 5, 1833, he printed the first number of *The Perth Gazette and Western Australian Journal*, which still survives as *The West Australian*.

Of the first issue a copy does not exist in the State, but it is known that it was printed as a four-page demy sheet. News in 1833 was strictly limited, and the issue was certainly an artistic production of “scissors and paste”; but the community cheerfully paid the sum of one shilling for the paper. The second issue of the *Journal* was on January 12, 1833, and Macfaull was justly proud of his effort. The libel action spoken of before now eventuated and placed the intrepid publisher in financial difficulty. With varying success Mr. Macfaull conducted the paper for some years, but ultimately it passed into the hands of the Shenton family, owing to the death of its founder, his widow having disposed of her proprietary rights.

The late Rev. C. G. Nicolay, who was acquainted with the early history of the paper, states that it was first located in a small building near the Perth Causeway, which in the early “forties” was razed to the ground. It was then removed to a small house which at one time stood on the corner of St. George’s Terrace and Adelaide Terrace. This no doubt was its location when Mrs. Macfaull sold it to the Shenton family. Up to this period its fortunes had been very varying, and when we consider that the total population of the State in 1846 was 4,547 souls, its circulation could only be restricted. However, with the steady increase in population came a steady increase in circulation, clearly proving that the paper was no mere ephemeral publication like its predecessors, but a firmly implanted product that was to become part and parcel of the prosperity of the State.

In 1864 the business had so increased that the size of the sheet had become too small for its purpose, and it was enlarged to a double demy. At the same time its name was changed, and it appeared under the title of *The Perth Gazette and West Australian Times*, by which name it was known for fifteen years.



The location of the paper was several times changed, until eventually it was printed in the old building which stood upon its present site, only to be temporarily removed pending the erection of the present palatial offices.

In 1848 Mr. Arthur Shenton had been installed in the editorial chair, which he continuously occupied for a period of twenty-three years, until his death in 1871. His death was said to have been accelerated by the effects of an imprisonment he had undergone for contempt of court.

Certain comments had appeared in *The West Australian Times* and *The Inquirer*, which were held by the then Chief Justice to reflect upon the impartiality of the Supreme Court, and Mr. Arthur Shenton and Messrs. Edmund and John Stirling were sentenced, the former to pay a fine of £100 and to be imprisoned for two months in Perth gaol, and the Stirlings, whose offence was held to be of a lighter nature, to one month's imprisonment in the same place.

Submitting to the wishes of their friends, Messrs. Stirling and Shenton apologized and were released and the fine was remitted, but the intense feeling of unmerited degradation so preyed on Mr. Shenton's mind that in the early part of 1871 he utterly broke down and died literally of a broken heart.

Speaking of his death *The West Australian Times* said:—"His friends have at least the consolation of knowing that he died at his post, and that almost his last act was in defence of the proper privileges of the Press, and the right to criticize the acts of public men."

During the twenty-three years he had held the position of editor he rendered many great and valuable services to the colony, and he was a strenuous and fearless fighter for what he considered to be a just and righteous cause.

In August, 1874, *The West Australian Times* appeared as a bi-weekly, being published on every Tuesday and Friday. The results more than justified this step, and the commercial success of the journal was largely increased. Later on in the year Mr. William Henry Hullock was appointed editor, and his brilliant versatility had much to do with the success at this period. Mr. Hullock continued his service until certain changes which led to his severing his connection. He died in New Zealand some years later under peculiarly sad circumstances.

At this time and until the year 1879, *The West Australian Times* was owned by a somewhat numerous proprietary, including the present Lieutenant-Governor (Sir Edward Stone), the late Sir George Shenton, Mr. Sept. Burt, K.C., the late Mr. Maitland Brown, the late Mr. Charles Crowther, M.L.C., and several other well-known colonists. Several changes had taken place in the editorial chair, amongst the occupiers being a minister

of religion, already mentioned, the Rev. C. G. Nicolay, and one of its most-valued contributors was Sir Thomas Cockburn-Campbell, Bart., who was afterwards to undertake the editorship.

The latter half of 1879 witnessed an important stage in the history of the journal, for it was purchased by the late Mr. Charles Harper, who invited Sir Thomas Cockburn-Campbell to fill the editorial chair.

Under the new management the title of the journal was changed to *The West Australian*, and with the first issue under this name, on November 18, 1879, the paper embarked on that career which was to place it in the front rank of Australian journalism.

It is beyond question that to the influence of Sir Thomas Campbell *The West Australian* owes a very large amount of its success. After his editorship ceased he continued to mark it with the impress of his talents by frequent contributions up to the time of his death towards the end of 1892.

Notwithstanding that Sir Thomas Campbell had so large a share in moulding the fortunes of *The West Australian* in the earlier portion of its career, there is another who stands out conspicuously from all others, including Sir Thomas himself, on account of the part he has played during nearly three decades in raising the journal from its comparative obscurity to its present commanding position—Sir Winthrop Hackett, one of its present owners.

An Irishman of the highest type by birth and descent, a barrister by profession, Sir Winthrop, then Mr. Hackett, after following pastoral pursuits for a brief period, relinquished all and adopted the profession of a journalist, to which he has imparted the highest dignity, joining Mr. Harper in the partnership of *The West Australian* in 1883.

Of unbounded energy and endowed with the keenest insight, Mr. Hackett, who entertained the most sanguine hopes of the future of the State, determined to elevate *The West Australian* to the proud position of similar metropolitan papers in the other States. What *The Argus* and *The Age* are to Victoria, and *The Sydney Morning Herald* is to New South Wales, he determined *The West Australian* should be to the State of his adoption, and in short time he persuaded Mr. Harper to consent to the conversion of the paper, which was now a tri-weekly one, into a daily issue. Visiting England for the purpose of acquiring the necessary plant for the new enterprise, he had on January 1, 1885, the great satisfaction of receiving from the Press a copy of the paper in its new form as a daily issue. It must have been a proud moment for the new partner, but his energies did not rest here, for he at once put into operation plans for a special weekly issue of *The West Australian*, as a forerunner of a distinct weekly, and on December 19, 1885,

he started his new venture, *The Western Mail*, which now holds no unworthy place amongst the weeklies of other metropolitan capitals.

The position of the paper during the Crown colony stage was a delicate one, and the defective state of the libel law made it peculiarly liable to harassing and speculative actions by unscrupulous individuals.

*The West Australian*, despite these many disabilities, stood out boldly for the freedom of the Press, and its unbroken record of success is an excellent and overpowering testimony to the righteousness of its position.

In 1887 Mr. Hackett succeeded Sir Thomas Cockburn-Campbell in the editorial chair, and since that time the paper can be said to have been part of his very existence.

To every movement for the advance of Western Australia the paper lent its valuable aid, and it became the leading advocate in the struggle for responsible government, which was now becoming acute. Eventually this was conceded, and the success of the movement was due in no small measure to the powerful help of *The West Australian* newspaper.

Not content with its present success, the partners made large sacrifices to increase the usefulness of the paper, and out of the profits large and important additions were made in every department, and on July 1, 1891, it was produced as an eight-page paper containing forty-eight columns. Year by year it increased in length and number, and its pages multiplied until it has reached its present extensive form.

Side by side with the development of *The West Australian*, *The Western Mail* has also increased, and since 1897, when an illustration department was added

to the office, the weekly issue has gradually attained its present phenomenal stage.

All matters of more important interest are republished in *The Mail*, and its weekly summary of events is of incalculable value to the general reader. Besides the regular weekly issue there is a special Christmas number, containing upwards of 100 pages, profusely illustrated, and distinguished by an artistic excellence that has commanded the most flattering notices everywhere.

Mention has already been made of the offices in

which *The West Australian*, under different names, has been housed. Since 1870 it has occupied buildings on the site of its present office. From that year up to the end of 1895—exactly a quarter of a century—the work of editing, printing, and publishing the paper was carried on within the double block of buildings standing on the site of *The West Australian* Chambers. At one time in its history the whole of the work except the literary portion was carried on in one room, about 14 ft. by 15 ft. As the needs of the paper increased



OFFICES OF THE WEST AUSTRALIAN NEWSPAPER COMPANY, LIMITED.

other rooms were taken in, until when Mr. Hackett joined it five comparatively small rooms sufficed for its wants. For the play of his expectations and prosecution of his enterprise further room was needed, and, as already shown, building alterations and additions were frequently made for the use of the staff and the housing of the machinery and plant. These, however, were always recognized as being of a mere temporary character, and years before the erection of the present building the scheme was in contemplation, and the time was earnestly looked for when the position of the colony would justify the erection of buildings suitable for carrying on the

business of a large and important daily metropolitan journal. It was not till the establishment of the eastern goldfields as a recognized permanent industry, in 1894, that the opportunity presented itself, and it was at once seized by the proprietary. The preparation of the designs was entrusted to Lieut.-Colonel J. Talbot Hobbs, one of the leading architects of the city, and the closing days of 1895 witnessed the demolition of the building in which *The West Australian* had been conducted for a quarter of a century. Temporary offices were put up at the rear of the new buildings, the erection of which occupied nearly the whole of 1896, and on Boxing Day of that year the conductors of the paper and their staff took possession of their new offices in *The West Australian* Chambers, the property of the owners of the journal. Within this substantial and solid pile of buildings the business of *The West Australian* and *Western Mail* is carried on, a business which is continually expanding in every direction, necessitating the employment of inside and outside staffs numerically equal to a large Department of State. Those familiar with the old conditions under which the work was conducted would hardly, if at all, recognize that the same work, under improved conditions of expansion and development, was being carried on. Certainly, within the offices no visible indications of the former conditions can be detected, if the earlier issues of the journal be excepted. However, a relic of the old days is carefully preserved in the form of a small table which, in the earlier times of his editorship, was used by the late Mr. Arthur Shenton.

For a long time the printing of the paper had been performed on a simple "Columbian" hand-press, but after the journal became the property of Mr. Harper a small single Wharfedale, driven by steam, and, on the occasions of a breakdown in the motive power, worked by hand, was used. Shortly after the issue of *The Western Mail* a double Wharfedale was erected. A complete stereotyping plant and a Victory rotary machine were introduced in 1895. In 1898, a rotary machine from the well-known firm of Messrs. Foster & Sons, Preston, was added; and in the following year a Cottrell machine, especially designed for a half-tone block print and general process work for *The Western Mail*, was provided. In this year, also, the linotype was introduced into the printing department, to replace hand composition. A further linotype machine was received in the year 1900, while a three-decker Foster machine, which can print three copies at once, arrived from London, to the order of the company the same year. This fine machine, which was specially christened by the Mayor of Preston "King Edward the VII.," at a ceremony held to bid it farewell, was manufactured by Messrs. Foster & Sons.

The development of *The West Australian* and *The Western Mail* since 1900 has been steady and continuous. The most noteworthy improvements have been on the

structural and mechanical sides, and in these respects both papers are now among the best equipped in Australasia. The linotype room has been greatly enlarged. Thirteen typesetting machines are installed, and the floor space occupied by this department covers 3,800 superficial feet. The room is replete with every device for the expeditious production of a modern daily newspaper.

A new building of five floors, each measuring 40 by 30, has recently been completed, and with additions to the old offices has, by adding about 10,000 feet of floor space, more than doubled the accommodation previously provided. The lower floor of this new building provides a magnificent machine-room, in which is located a six-roll Foster machine with a capacity of 48,000 papers an hour, and a three-roll Foster capable of printing an additional 24,000 copies an hour, space being available for additional machinery as circumstances demand.

Other portions of the new building are occupied by an up-to-date stereotyping plant, machines for printing the illustrated pages of *The Western Mail*, a carpenters' shop, and a complete photo-process plant challenging comparison with the best in the Commonwealth.

The staff of the two papers is a large and capable one. The Hon. Sir J. W. Hackett, LL.D., continues to act as Managing Director and Editor-in-Chief. Mr. Alfred Langler is the Assistant Manager and Associate Editor. The departmental heads of *The West Australian* are:—Mr. J. F. Donaldson, Chief Sub-Editor; Mr. J. W. E. Archdeacon, day Sub-Editor; Mr. T. Hooson, leader of the staff; Mr. H. C. Davies, Mining Editor; and Mr. G. White, Sporting Editor. Mr. H. Hurman is the Secretary of the Company, Mr. Pegg the printer, Mr. B. Skull the head machinist, and Mr. Hodgson chief stereotyper.

*The Western Mail* is edited by Mr. Alfred Carson. Mr. Ben Strange supplies two pages of typical cartoons, the process department is controlled by Mr. Warner, and Mr. Stanway Tapp is the artist of the journal.

The Fremantle branch of the two papers is under the management of Mr. C. Frost.

*The West Australian* contains never less than ten pages, more often it consists of twelve, and on Saturdays sixteen pages of nine columns.

*The Western Mail* now comprises 56 pages, of which twelve are devoted to an illustrated section. The "Mutual Help" pages, conducted in the interests of the farmers and men on the land generally by Mr. W. Catton Grasby, author of "The Principles of Australian Agriculture," are a prominent feature, and ensures for the paper a wide popularity in the agricultural districts.

During the year 1912 death removed one of the founders and proprietors of *The West Australian* and *The Western Mail*, in the person of Mr. Charles Harper,

in whom the State has lost a most patriotic public man, and one of its most enterprising sons. *The Western Mail* also lost by death during the same year Mr. R. Robertson, for twelve years its exceedingly capable editor, and Mr. W. Smythe, who for about the same time presided over its photo-process department.

Not a few members of the present staffs of *The West Australian* and *The Western Mail* might be termed "long service men." The oldest servant of the Company is Mr. Archdeacon, who joined the staff in 1883, and has therefore been connected with it 29 years. Sir Winthrop Hackett himself also first became associated with the paper in 1883. Others long associated with *The West Australian* are Mr. Langier, who joined it in 1895, Mr. Carson in 1896, and Mr. Hooson later in the same year. Mr. Harold Thompson, the present chief advertising clerk, entered the commercial department in 1891, and Mr. H. Harper, the cashier, joined the office in 1899. On the mechanical side there are three very old servants of the Company still in full work. These are Mr. McBride, Mr. J. Maynard, and Mr. J. Healy, the latter being one of the first apprentices to be indentured by the proprietors. The late printer, Mr. Gibney, retired last year on a liberal pension after 25 years' service. The fact that so many of the employés have been connected for such lengthy periods with the office is a testi-

mony to the excellent relations which subsist between them and their employers, as well as a recognition of the value of their services.

*The West Australian* has always been regarded as a union office, and enjoys the distinction of having been the first newspaper, and indeed the first employer of labour in the State, to introduce the system of an eight hours' day among its employés.

The proprietary of the two journals was formed into a limited liability company on July 1, 1900, under the name of *The West Australian Newspaper Company, Limited*.

In 1902 Mr. Hackett had conferred upon him, by his "Alma Mater," Trinity College, Dublin, the degree of LL.D., and in 1911 he was created a knight, two honours well deserved and well earned.

During his strenuous career as a journalist Sir Winthrop Hackett has taken a deep and abiding interest in all educational matters in his adopted State, being unanimously appointed Chancellor of the Infant University of Western Australia. His labours on the Committee and afterwards as President of the appointed Board of Trustees of the Public Library, Art Gallery, and Museum of Western Australia, are not the least inconsiderable of his works for the betterment of the State of Western Australia.

Sir JOHN WINTHROP HACKETT, M.A., LL.D., M.L.C. The liberty of the Press has always been regarded by modern political writers as a matter of supreme importance. "Give me," said Milton in the *Areopagitica*, "liberty to know, to utter, and to argue freely according to conscience, above all other liberties." Fairness and impartiality have undoubtedly been the keystone of what for want of a better phrase may be described as the higher journalism in Australia. The policy of *The Sydney Morning Herald*, controlled by Sir James Fairfax, and that of *The West Australian*, of which Sir Winthrop Hackett is the guiding spirit, may best be quoted in favour of this statement. "Australia has good cause to pride itself on its newspapers," remarks John Foster Fraser. "With town populations that are small in comparison with those of the great cities of Europe and America it is little short of wonderful the way in which first-class morning, evening, and weekly illustrated papers are turned out. They keep to the British rather than follow the American model. They do not screech. They are dignified. This is the one secret of their power. With an experience of newspapers all the world over I know of no place

where the Press exercises so strong an influence. Newspapers have power in London; but there have been occasions when in politics the greatest city in the world has pronounced



Bartletto,

Perth.

SIR JOHN WINTHROP HACKETT.

a verdict different from the teachings of the journals which own the largest circulations. In both Britain and

the United States there is a tendency on the part of leading politicians to ignore the influence of the Press. Not so in Australia. Leading politicians, not once but many times, told me that they would have been unable to take a certain action had they not had the support of certain newspapers. Recognizing, therefore, the strength of the Australian newspapers, it was excellent to find that the journals throughout the country were animated by a fine sense of responsibility. In all branches, from careful and judicious reporting of events up to the special leading articles, a high tone prevails." This deliberate expression of opinion from Mr. Fraser expresses not only the position of the Press in Australia, but is a good enunciation of the ideals aimed at by Sir Winthrop Hackett in the conduct of the leading organ of public opinion in Western Australia. An Irishman by birth, John Winthrop Hackett, the son of the Rev. John W. Hackett, a clergyman of the Church of England, was educated at Trinity College, Dublin, from which he graduated as an M.A. in the early seventies. Called to the Irish Bar in 1874 he practised for a time in Dublin, but soon decided to try his fortunes in Australia. Landing first in Syd-

ney, he was admitted as a barrister, but did not practise in New South Wales for any length of time, as he transferred his residence to Melbourne, and from 1876 to 1882 occupied the position of Sub-Warden of Trinity College, Melbourne University. Having been called to the Victorian Bar in the meantime, he resigned his position at the College in 1882 and unsuccessfully endeavoured to gain a seat in the Victorian Legislative Assembly. At the close of the year he proceeded to Western Australia and at first entered upon pastoral pursuits, but without any encouraging results. In 1883 he decided to steadily pursue the profession of a journalist, and joined Mr. Charles Harper in the ownership of *The West Australian*, then only a tri-weekly newspaper. At the same time he was admitted a member of the Western Australian Bar. Since then Sir Winthrop Hackett has had two objects always before him:—First, to make *The West Australian* the chief newspaper and one of the most powerful agencies in the State; and, secondly, to work for all those ideals of development, culture, and recreation which represent so much in the life of a nation. Both these objects he has achieved in a measure rarely allowed to any one individual. At the beginning of 1885 he had the satisfaction of seeing *The West Australian* enter upon a new phase as a daily newspaper, and in 1887, on the retirement of the then editor, Sir Thomas Cockburn-Campbell, he succeeded to the position. Since that time he has guided the destinies of the paper, and has made it what he hoped it would become: the most powerful organ of public opinion in the State, and worthy to rank with its great contemporaries in the Eastern States. To every movement for the advancement of the State the paper gave its aid, and everything that made for progress and development was approved and furthered. In the discussion surrounding the question of responsible government it took a leading part, and there is no doubt that the consistent advocacy of (then) Mr. Hackett contri-

buted very largely to the success of the movement. In the unparalleled expansion of the State since that time Sir Winthrop has adopted the same bold and fearless attitude both in the newspaper and as a public citizen, and his name is stamped indelibly upon the history of his adopted country. Entering Parliamentary life in 1890 as a nominated member of the South-West province in the new Legislative Council he has without difficulty succeeded in retaining that seat at every election since held, being the only remaining member of the first Legislative Council under responsible government who still occupies a seat in that body. Though repeatedly declining Ministerial preferment he has to no small extent been for the past twenty years "the power behind the throne." Wise and far-seeing in the interests of the people, Sir Winthrop Hackett set steadily before him the establishment of all possible means of education and recreation on their behalf. The Public Library, the Museum and Art Gallery, the Zoological Gardens, the King's Park, of all of which he is President, are the result of his continuous and whole-hearted advocacy, while the State's primary and technical educational system owes much of its success to his support. For many years also he has been a Governor of the Perth High School, occupying for part of that time the position of Chairman. In the opening of the wonderful caves of the State to public view he took a leading part, and was Chairman of the Caves Board from the time of its inception until it was merged into the Tourists' Department. In Federal affairs he was a member of the Convention of 1891 and also that of 1897-8, which framed the Federal Constitution. In 1895, 1897, and 1899 he was a delegate to the Federal Council of Australasia. In Church matters Sir Winthrop has always been most active, and at present holds the offices of Registrar of the Diocese and Chancellor of the Cathedral at Perth. In Masonic circles he is a prominent figure, having been deeply

interested in the formation of the Grand Lodge of Western Australia, of which he was for three years Grand Master. Amid all his strenuous labours he has found time to further the development of our mining and agricultural industries, and in regard to the latter has shown practical faith by developing one of the finest orchards in the State, and by his successful endeavours to prove that Western Australia may be made a great fruit-growing country. During recent years Sir Winthrop has deeply interested himself in the establishment of a University in the State, and owing largely to his efforts a Royal Commission to consider the question was appointed in 1909. The favourable report of this Commission led to the University Act being passed early in 1911, thus placing the coping-stone upon the educational system of Western Australia. When the first Senate under the University Act was constituted in February, 1912, Sir Winthrop was appointed as one of its members, and at the first meeting of the new body was unanimously elected Chancellor of the University. Since its inception he has been Chairman of the Karrakatta Cemetery Board; in fact, there is scarcely a phase of public life or of public interest in the whole of the State with which his name is not connected. Limitations of space make it impossible to dilate upon his many excellences, but of all her adopted sons Sir Winthrop Hackett is one of whom Western Australia may justly feel proud. He was offered Knighthood by His Majesty the King in 1902, but deemed it wise to decline. However, in 1911 on its being again offered, he accepted it, public opinion being unanimous in considering that it was particularly well merited and deserved. In 1902 the degree of LL.D. was conferred upon him by his Alma Mater, Trinity College, Dublin. In 1905 Sir Winthrop was married to Deborah Vernon, daughter of Mr. F. S. Brockman, of Guildford, Western Australia, and has a family of three daughters and a son.

### "The Inquirer," "The Daily News," and "The Morning Herald."

On August 5, 1840, *The Inquirer* newspaper was first published under the editorship and management of Mr. Edward Stirling, who had as partner Mr. Lochee,

a gentleman well known for his financial ability, who afterwards became cashier and eventually manager of the Western Australian Bank. Mr. Stirling had had

considerable experience of journalism in the Colony, having been connected with the first manuscript journal and at least one other of the ephemeral publications.

A long and successful journalistic career followed, and *The Inquirer*, which was published as a weekly sheet at a cost of 1s. per copy, afterwards to be reduced to 6d., became known for its strict impartiality and fairness of comment under the guiding control of Mr. Stirling.

Eventually, after many years of hard but successful work, Mr. Edward Stirling retired from the active control, handing over the business to his four sons, John, Frederick, Horace, and Lewis Stirling, with Mr. Horace Stirling in the editorial chair.

Endowed with youth, energy, and ability, the new proprietors determined to launch out into the unprecedented venture, so far in Western Australia, of a daily newspaper. To do this, financial assistance was necessary, and they decided to approach their father's old partner, who was now manager and controlling head of the Western Australian Bank.

The account of the interview with Mr. Lochee, given by Mr. Horace Stirling in reference to the publishing of the *Daily News*, was told by that gentleman at a dinner given by Mr. Lovekin to the staff, and is abstracted from the "Twentieth Century Impressions of Western Australia."

"In 1881, when the Colony had its first Exhibition, they decided to purchase a cheap four-horse power engine and embark on the venture of a daily paper. They went to Mr. Lochee, and told him what they had done, after they had indented for the engine. At that time the paper owed nothing to the Bank, and the firm was in a sound, solvent condition. Mr. Lochee was told that, with the aid of the steam engine, it was proposed to start a daily paper, and he replied that it was a mad scheme. He said, 'Your father and I started *The Inquirer* in 1840, and it is quite good enough. You young fellows are too fast.' Eventually Mr. Lochee asked how much money would be required, and was told that £1,000 was necessary. Mr. Lochee remarked that they would never get that amount in the colony, but eventually agreed to let them have £100. When they had drawn some £94 Mr. Lochee called on them one afternoon and said, 'I told you you could have £100, but that is not £101.'"

Notwithstanding the many initial difficulties, the partners had the pleasure of seeing their venture crowned with success, and the paper, which mainly supported the people in the struggle that was beginning for responsible government, grew in popular favour.

In July, 1886, with the paper was incorporated *The Morning Herald*, a paper which had hitherto been published in Fremantle, and the same year Mr. Lovekin joined the staff.

The paper now took a leading place in shaping the policy of the country, and Mr. Stirling, imbued with the advantages to be gained from responsible government, resuscitated the movement, which was strongly opposed at that time by the only morning paper published in the colony—*The West Australian*—and a majority of the Legislature. This paper, however, became afterwards a devoted adherent to the people's cause.

The story of the struggle for responsible government has been told in another place, and it is not necessary to recount it again, sufficient to say that *The Daily News* did yeoman service on behalf of the popular party, and that in the face of, especially at the inception of the struggle, strong and powerful opposition.

During the year 1888 gold was discovered at Southern Cross, and Mr. Stirling, ever to the fore in all that tended to gather news for his readers, sought by means of carrier pigeons to establish a daily communication with that centre. Unfortunately, the prevalence of birds of prey in the interior rendered this attempt abortive.

The year 1889 in the history of the paper was remarkable for a most peculiar libel action against the paper. A letter had been received by the editor stating that a Chinese hawker of vegetables was suffering from leprosy, and that the scales which fell from his body on to the vegetables he was vending were calculated to spread the dreadful malady. In the usual course of journalistic procedure the letter was published in good faith, and immediately roused a storm and cry for vengeance on the part of the Chinese market gardeners residing in South Perth.

The result was a libel action asking for the huge damages of £5,000, and efforts were made to at once trace the writer of the letter to substantiate his accusations. It was generally accepted that a leper did exist, and for fully twelve months continuous efforts were made to discover where he was hidden.

These efforts were unsuccessful, until within five days of the trial, when information was received of his probable whereabouts, and Mr. Lovekin was instructed to unearth him if possible. Starting from Perth, Mr. Lovekin, Sergeant Claffey, and a Chinese interpreter took train for Spencer's Brook, and next day took a trip across country. While driving through the bush Mr. Lovekin saw some black object moving in a hole from which a tree had fallen, and that the object was the head of a man. A hideous sight was now presented. Here was the leper, without doubt, and speaking to the writer very recently Mr. Lovekin stated "that it was a sight of such hideousness that so long as life should last he would never forget it."

The police sergeant refused to take the man without a medical certificate, and Mr. Stirling was communicated with in Perth, and immediately Dr. Kenny was

dispatched to the scene, arriving only just in time, for a party of Chinese were endeavouring to remove the miserable object. The doctor's examination revealed a most revolting spectacle, and the man was taken in charge and handed over to the Government, being eventually deported to the leper hospital, Singapore, at a cost of £400.

The result of the libel case was now a foregone conclusion, but the paper failed to reap the advantage of the costs which the Court awarded.

However, *The Daily News* reaped the credit of having saved the State from more than possible contamination, and well deserved the spontaneous outburst of public approbation that followed the action.

After the proclamation of responsible government the paper took no small part in shaping and leading public opinion on all leading questions. The paper grew in popularity, and in 1893 it was found necessary to employ more modern machinery to cope with the increased circulation. Mr. Alex. Forrest had become a shareholder of the firm, and it was decided mainly on his initiative to send Mr. Lovekin to England to procure a modern and up-to-date plant.

On his return in the following year, Mr. Horace Stirling retired from the business, and Mr. Lovekin was appointed editor and managing director.

The change in the editorial department did not affect the forward policy of the paper, for very soon we find Mr. Lovekin suggesting to the board the opening for a second morning paper in the State.

The directors agreed to the proposal, and as a result Sir John Forrest, on January 1, 1896, printed the first copy of *The Morning Herald*. The advent of *The Morning Herald* was directly responsible for a general all-round improvement in the journalism of the colony.

Mr. Letcher, the secretary of the company, having accepted the position of the company's representative in Adelaide, Mr. Lloyd, the manager of the paper at Fremantle assumed his duties, Mr. P. W. H. Thiel taking up the position vacated by Mr. Lloyd.

During the Federal issue *The Morning Herald* opposed the measure strongly, and had the wishes of the paper been carried out Western Australia would have entered the Federation in an infinitely stronger position than was the case.

In September, 1900, Mr. Lovekin, who had been in the company's service for over fourteen years, retired from the position of managing director, and at the same time Mr. Alexander Forrest vacated his seat as chairman of directors. At a dinner given to Mr. Lovekin on his retirement that gentleman thus summed up the situation at that time very tersely:—

"During the nine years I have taken an active part in the management of this business we have expended in machinery and plant and buildings, including the

linotype machines, no less a sum than £24,775 11s. 3d. We have paid in interest £3,815 2s. 9d.; we have purchased land, including the redemption of the mortgages, to the extent of £3,952 7s.; we have paid to Mr. E. Stirling, by way of annuity, £912 10s. 10d.; and we have spent upon these premises, £943 19s. 10d.—a total of £34,399 11s. 8d. In addition to this, we have paid in dividends £10,800—equal to £9 per share. We have thus a grand total of profits, apart from the expenditure on goodwill to which I have referred, amounting to £45,199 11s. 8d., which would all have been available for division among the shareholders had the capital, which the company was supposed to have started with, been actually paid up. Thus, during the nine years, in addition to the payment of £10,800 in cash, the shareholders have been relieved out of the profits of the payment of £30,000 on capital account. We have, in fact, found the whole of the capital, and £9 per share as well, out of the profits. With this result I myself am thoroughly satisfied, and it has been achieved only by the energy and efforts of the staff which the company has, during the period I refer to, been fortunate to secure."

The editorial chair, after the retirement of Mr. Lovekin, was filled by Mr. W. F. Forster, who had been for many years editor and part-proprietor of *The Albany Advertiser*.

Mr. F. T. Crowder took the position of chairman of the board, whilst Mr. Lloyd was appointed manager.

At the end of 1901 Mr. Lloyd resigned his position to enter into partnership with P. W. H. Thiel & Co., and Mr. Steadman Glyde was appointed to the vacancy.

In June, 1901, *The Inquirer*, which was established in 1840, and was the initial venture of Mr. Edward Stirling and Mr. Lochee ceased publication, and was incorporated with *The Daily News*. *The Inquirer* throughout had been issued as a weekly paper, and had acted as a weekly issue to the daily publication of the firm.

In 1901 Mr. Colebatch was appointed assistant editor, with Mr. Hilton as chief sub-editor, Mr. George Arnold being appointed secretary to the company.

The affairs of the company under the new management did not prosper, and eventually Messrs. Crowder and Forster resigned their respective positions early in 1902. These resignations were followed by that of the manager, Mr. Glyde. A new board of directors was formed under the chairmanship of Mr. A. E. Morgans, and at the express request of this gentleman Mr. Lovekin resumed the management.

In May, 1902, a lease of *The Daily News* was granted to Messrs. P. W. H. Thiel and Reginald Lloyd for five years, the lessees being given the right to purchase the goodwill of the paper at any time during the term.

During September, 1902, Mr. J. L. Nanson, M.L.A., who had been for some years associate-editor of *The West Australian*, acquired a controlling interest in the com-

pany, and on the 15th he succeeded Mr. A. E. Morgans as chairman of directors. Having assisted Mr. Nanson for some six weeks, Mr. Lovekin also resigned, but was specially requested to act as adviser to the company for the ensuing year.

In November, 1902, Mr. A. E. Morgans and Mr. Lovekin joined Messrs. Thiel and Lloyd in *The Daily News*, and subsequently Mr. Lloyd sold his interest to the three partners.

On March 13, 1905, Mr. Nanson disposed of his interest in *The Morning Herald* to Mr. J. Dreyer, as the nominee of the Right Rev. Bishop Gibney, Roman Catholic Bishop of Perth.

Mr. Dreyer at once took over the management of the company, and assumed the chairmanship of the board of directors.

On August 18, 1905, Mr. Dreyer resigned, and the Rev. Father Keogh, Vicar-General, was appointed to succeed him. This gentleman resigned in December, 1908, and Mr. L. O'Sullivan (Bishop Gibney's private secretary) succeeded him.

In December, 1908, Messrs. A. E. Morgans, A. Lovekin, and P. W. H. Thiel purchased the bishop's interest in the company for a nominal sum, but on investigation it was found that the financial position was hopeless. They, therefore, decided to place the affairs of the company in liquidation, and on January 20, 1909, *The Morning Herald* ceased publication, and has not since been revived. Mr. A. Lovekin was appointed liquidator, with the approval of the bank which held the whole of the company's securities.

Thus ended the career of a paper which during the first twelve months of its career earned a profit of over £11,000 and paid, and continued to pay, regular monthly dividends to the shareholders until 1901. Profits then ceased to be made for some time, and following upon this, beginning about the middle of the year 1905, losses were shown for the first time. The debit balance accumulated rapidly until the paper ceased publication.

*The Daily News* still continues as a sound financial proposition, and is practically the only evening daily in the metropolitan area.

### “The Sunday Times” and “The Sun.”

*The Sunday Times* was originally started by the late Mr. F. C. B. Vosper, and appeared in December, 1897.

The first issue was a small sheet of eight pages, six columns each, and the growth of the paper has been phenomenal, now consisting of one of thirty-two pages, each of nine columns, or the largest paper in the British Empire. Mr. Vosper floated the paper into a limited liability company, but retained the controlling interest up to the time of his death, after which his widow disposed of it to Messrs. J. M. Smith and A. Read, proprietors of *The Kalgoorlie Sun*.

The expansion now became phenomenal, and the financial assistance of Mr. A. T. Saunders was obtained, and it was eventually decided to purchase the fine block of land in Forrest Street, on which up-to-date offices were erected and a modern plant installed. These offices were most satisfactorily erected by day labour, a lesson in practical socialism which did credit to both labour and capital. A 24-page rotary plant was installed in these premises.

The company, however, only remained for a few months in this building, both land and erections thereon being resumed by the Government for railway purposes. A block of land was then secured in Stirling Street, and what is claimed to be the most complete set of offices for newspaper purposes for their size erected, and an entirely new plant was installed.

The paper is unique in the respect that it is the only Sunday paper published in the metropolitan district.

It possesses an agricultural section, which at the present time is of incalculable benefit, not only to well-matured farming propositions, but also to the struggling settler on the land. Its pages are renowned for their freedom of criticism, and in this respect the paper can lay claim to have fought more libel actions than any other in the State. The policy of the paper is absolutely independent of all political parties and sections, and its fearless criticism in this respect is one of its most predominant features.

The editorial chair in the earlier stages of its career was filled by Mr. Vosper, and the present occupant is Mr. J. E. Webb, who joined the staff in 1903. During one of the most strenuous portions of the career of the paper the editorial chair was filled by the present Attorney-General, Mr. Thomas Walker. Until recently the agricultural editor was Mr. Pellatt, who did much to increase the popularity of the publication amongst farmers. One of the most valuable members of the staff is Mr. A. T. Chandler, whilst Mr. H. B. Taylor is responsible for the office control in regard to finance.

*The Sun*, a weekly newspaper published in Kalgoorlie on Sundays, is strongly democratic in its principles, and in its efforts to expose political abuses and social and moral delinquencies has at times published some very sensational articles. Its outspokenness has involved it in several actions at law, notably what was known as the “ice frauds,” but so far it has safely passed through these legal ordeals.



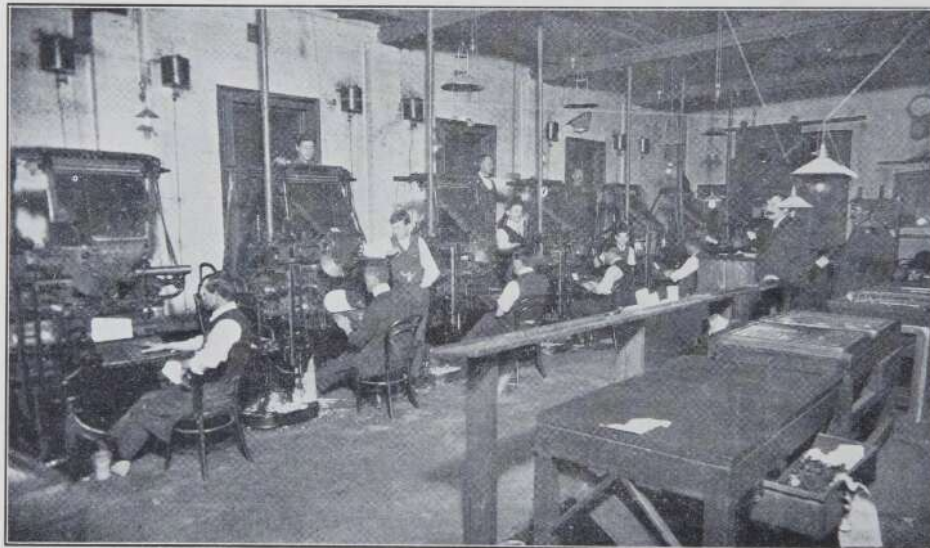
The paper first saw light in September, 1898, when Mr. W. H. A. O'Connor was editor and Mr. J. M. Smith (the founder) manager. From March, 1899, to January, 1901, Mr. Hugh Mahon had charge of the editorial department, resigning the post on his election to the

Federal House of Representatives, Mr. Andree Hayward, a barrister-at-law, assuming the editorial reins. The paper has now one of the largest circulations of any weekly paper in the State. Mr. C. L. Morgan, late of *Truth* office, is now manager.

### “The Kalgoorlie Miner.”

Of the two morning papers published in Western Australia *The Kalgoorlie Miner* claims to be not second to its Perth contemporary in circulation, influence, size of paper, and volume of cablegrams, telegrams, and general news. It is the only morning paper that circulates amongst the mining community of some 70,000 persons, whilst in Perth and the agricultural districts it

1894 with but a single primitive hand-press for machinery, quickly progresses until in September, 1895, the office was able to turn out a daily—*The Kalgoorlie Miner*. The hand-press was quickly cast on the one side for elaborate machinery, and to-day, equipped with almost a dozen linotypes, the machinery and stereotyping departments are as up-to-date as any in the Southern



LINOTYPES AT WORK “THE KALGOORLIE MINER” NEWSPAPER OFFICES.

has also a considerable circulation. Its history and the history of its weekly parent and ally, *The Western Argus*, is interwoven with the history of the eastern goldfields. Collections of tents and bag and hessian shanties of the goldfields' pioneers grew as the years went by into the great cities of Kalgoorlie, Boulder City, Coolgardie, Menzies, and Leonora, with their busy streets, their electric trams, their beautiful parks, their magnificent racecourses, their swimming baths, their excellent telephone services, and all the other conveniences and luxuries of civilization. And so in the same manner *The Western Argus*, a small weekly starting as it did in

Hemisphere. The first issue of *The Kalgoorlie Miner* was scarcely the size of an ordinary pocket-handkerchief, but to-day it compares not unfavourably with any of the Australasian metropolitan journals, and is unquestionably superior to any other inland paper in the Commonwealth. It was in July, 1895, that Mr. S. E. Hocking, the chief proprietor, founder, and first editor of *The Kalgoorlie Miner*, visited Kalgoorlie. He was then, with his brother, the late Mr. Percy S. Hocking, proprietor of a Coolgardie daily, since defunct. After an inspection of what is now known as “The Golden Mile” he was so impressed with the great future of the place that he sold

the Coolgardie business, and with his brother he purchased *The Western Argus*, with such plant, goodwill, etc., as it then possessed. Later the two brothers launched *The Kalgoorlie Miner* on what proved to be its most successful career. Early in 1896 they joined with them in partnership Mr. J. W. Kirwan (now M.L.C.), who became editor, and Mr. W. W. Willcock, who took control of the mechanical department.

The views of *The Kalgoorlie Miner* have invariably been expressed with great decisiveness and vigour, and it has always been a considerable factor in the conduct of the public affairs in the State. It was the first paper to advocate the extension of the railway to Kalgoorlie. It was responsible for securing the junction of the Menzies line at Kalgoorlie instead of Coolgardie, and thus Kalgoorlie became the railway as well as the geographical centre of the eastern goldfields. In 1898 serious trouble nearly arose on the goldfields through the Government issuing a regulation forbidding alluvial miners to sink to a greater depth than 10 ft. This naturally excited the greatest indignation, especially amongst the large numbers of alluvial miners who were thus deprived of their means of livelihood. A digger might discover gold at a depth of 10 ft., and then if he obeyed the regulation he would be forced to surrender the fruits of his toil to others. This at once put an end to the idea of deep alluvial being worked in the ordinary way. *The Kalgoorlie Miner* pointed out that the regulation was *ultra vires*. It ridiculed the regulation and contended that the diggers in continuing to work acted fully within their legal rights. The 10 feet regulation was finally annulled, though not before many of the diggers were sent to gaol for ignoring it. At a later stage the Supreme Court upheld the legality of the position taken up by the diggers throughout the troubles.

Another question in which *The Kalgoorlie Miner* bore a leading part was the struggle for the inclusion of Western Australia in the Commonwealth. The

Enabling Bill providing for the submission of the Commonwealth Constitution to the votes of the people for their acceptance or rejection was defeated in the Western Australian Parliament, despite the presentation of a petition signed by over 20,000 adult residents of the colony asking that the question of federation be submitted to a referendum. Parliament was dissolved, and there seemed no possible prospect of getting the Enabling Bill passed in time for Western Australia to join the Commonwealth as an original State. The prospects of the

Federalists of Western Australia seemed dark indeed. *The Kalgoorlie Miner* then suggested that as the people of the goldfields were practically unanimous in favour of union, they should appeal to Her Majesty Queen Victoria to create the goldfields and the Esperance district into a separate colony with a view to the latter's entrance into the Commonwealth. This idea was elaborated in the columns of *The Kalgoorlie Miner*, and it was acted on by the goldfields' people with enthusiasm. "Separation for Federation" became the watchword of the Reform League, the organization formed to secure that ideal. Every goldfields' public body and goldfields' public man threw in their lot with the movement. The petition to Queen Victoria praying for separation was signed by no less than 28,000 adults. That petition was backed up by another petition from the people of Albany asking to be included in the proposed new colony. Mr. Joseph Chamberlain was then the Secretary of State for the

Colonies, and as he was desirous of the inclusion of all parts of Australia in the Commonwealth, he made it plain in a despatch to the Western Australian Government that if the Enabling Bill were not passed and the people given the same opportunity as in the other colonies of expressing their views on federation, he would have to take the petition for separation into consideration. The Forrest Government, in response to this hint, immediately called Parliament together, and the Enabling Bill was passed through all its stages almost



OFFICES OF "THE KALGOORLIE MINER" NEWSPAPER.

without opposition. In the federal referendum fight that ensued *The Kalgoorlie Miner* powerfully urged the acceptance of the Bill, with the result that it was carried by an overwhelming majority throughout the colony—the goldfields' people were almost unanimous in its favour.

It would fill too much space to go into the details of all the proposals that were put forward by *The Kalgoorlie Miner* and adopted to the advantage of the country. The paper has never been bound to any party. When the Wilson Government was in power *The Kalgoorlie Miner* condemned its administration and also many of its legislative enactments, including its scheme of redis-

tribution of seats, which it characterized as grossly unfair to the Opposition. At the ensuing general elections the Wilson Government was politically extinguished. *The Kalgoorlie Miner* has ever been a strong opponent of centralization, is extremely progressive in its views, and a consistent champion of the mining industry. Messrs. Hocking & Co. are still the proprietors, and the leading members of the firm still take an active interest in the business. Messrs. S. E. Hocking and W. W. Willcock retain their old positions, whilst Mr. J. W. Kirwan is editor-in-chief, with Mr. E. H. Irving, M.A. (Oxford), as editor.

Mr. S. E. HOCKING, J.P., the Managing Director of Hocking and Co., Limited, was born at Nairne, South Australia, on December 18, 1859. Educated privately and at Prince Alfred College, Adelaide, he joined the literary staff of *The Advertiser* as a junior reporter on leaving college, and after some eight years' experience accepted an appointment as mining reporter at Broken Hill for the Sydney and Melbourne evening papers. In 1894 he, in conjunction with a few others, established *The Goldfields Courier* and *The Golden Age*, of which he was the first editor, in addition to being the representative on the eastern goldfields for *The Register*, *Melbourne Argus*, and many other leading newspapers of the Eastern States. His knowledge of mining induced him to make



Mr. S. E. HOCKING.

his home in Kalgoorlie in July, 1895, where in conjunction with his brother, the late Mr. P. S. Hocking, he purchased *The Western Argus*, and in September, 1895, started and edited *The Kalgoorlie Miner*, while still retaining his position as almost the only representative of the Eastern States' Press on the then little-known goldfield. He was elected a City Councillor in 1895, and after serving his term retired owing to the pressure of business, but re-entered the Council in 1907, and in 1909 was elected Mayor of Kalgoorlie, holding the position for two years. He has twice visited the Old Country and the Continent, and recently spent some time in Egypt. Mr. W. W. Willcock, another director, is associated with Mr. Hocking in the management of the company.

#### "THE SOUTHERN TIMES," BUNBURY.

The first issue of a newspaper in the South-Western district was the result of the enterprise of a Mr. Ashwell, who in January, 1888, published *The Southern Advertiser* at Bunbury, which, however, had but a short existence, and became defunct in August of the same year. The plant and effects were purchased by Mr. H. E. Reading, and a new paper immediately started under the name of *The Southern Times*, which is still in existence. Later on the firm undertook the publication of *The Collie Miner*, a bi-weekly paper mainly given over to the incidents of life and news in that coal-producing district. Both papers as seen at the present are excellent productions for small provincial centres.

#### "THE BUNBURY HERALD."

The first number of *The Bunbury Herald* was issued on September 28, 1892, being founded and edited by the late Mr. S. J. Cusack. Issued first as a weekly sheet, it is now issued tri-weekly, and is an excellent circulating medium for the South-Western districts. The manage-

ment has from time to time changed hands, but the success of the paper remains assured.

#### "THE EASTERN DISTRICTS CHRONICLE," YORK.

The organ of the York district is *The Eastern Districts Chronicle*, which journal was published for the first time in 1873 as a weekly sheet, and as such has been published ever since. Its founder was the late Mr. Inkpen, and it is still published by a descendant of the founder in Mr. George Edwards Inkpen.

#### "THE ALBANY ADVERTISER."

The first Albany newspaper was *The Albany Banner*, printed some thirty years ago in Perth and circulated by post. It belonged to Mr. Edmund Stirling, the founder of *The Perth Inquirer*. It did not prove a success financially, although it was only crown folio in size. About twenty years ago Mr. Ashwell, a New Zealander, established *The Albany Mail*, a double-demy weekly. For some years it was fairly successful. Mr. Ashwell sold his interests to Mrs. Clark, his step-daughter, who became

editress, while her husband also aided in the literary work.

In 1888 Mr. W. F. Foster, a member of the staff of *The West Australian*, established *The Albany Advertiser*, a tri-weekly double demy. The basis of this enterprise was that the Great Southern Railway had opened up a large extent of good country, and gave easier means of access to the capital, and this afforded a field for the establishment of a newspaper. The construction of a railway trebled the population of Albany. *The Advertiser*, while giving special attention to local questions, which at times were of an important character, owing to the private ownership of the railway and the attempts of the Government to take away the English mail steamers, was generally democratic in its policy—strongly favoured federation, and opposed the centralization policy of the Forrest Government. When finally the mail steamers were moved to Fremantle Mr. Forster retired from the editorship of *The Advertiser* and accepted the chair of the *Perth Morning Herald*, while Mr. Arthur Catling succeeded him at Albany. The paper is now published as a bi-weekly, and serves a large district, yearly increasing in importance, and enjoys a large circulation in its own immediate locality.

#### “THE NORTHAM ADVERTISER.”

With the impetus given to the trade of Northam, consequent on the decision of the Government to make that station the starting-point of the eastern goldfields railway, there arrived in the town a large number of persons bent on the establishment of businesses of one description or another. Among others who foresaw possibilities was Mr. J. T. Reilly, an experienced journalist, to whom the opportunity afforded for the publication of a local paper presented itself, and he accordingly decided to issue a paper, to which he gave the title of *The Northam Advertiser*. At first the paper was issued as a modest weekly, but the large measure of support accorded to the new journal speedily justified its being issued in an enlarged form, and still later the paper was issued as a bi-weekly. For some years the paper has been owned and published by Mr. H. P. Colebatch, formerly of *The Morning Herald* editorial staff, now a member of the Legislative Council. The paper is one of the most important in the provinces of Western Australia, and serves many interests, both agricultural and industrial.

The paper has a rival in *The Northam Courier*, also a bi-weekly issue, started late in 1909. This paper, which has been subject to the “vicissitudes of fortune,” is now published by Messrs. O'Connor, Campbell, & Dixon.

#### “THE SOUTHERN CROSS TIMES.”

This paper is not the pioneer journal of the Yilgarn goldfields, there being a previous issue entitled *The Southern Cross Miner*, which is not at present in circulation. *The Southern Cross Times*, however, is owned locally and published bi-weekly.

#### “THE EVENING STAR,” BOULDER.

Boulder City owes the establishment of its first newspaper to the enterprise of Mr. A. G. Hales, more familiarly known as “Smiler,” and now famous as a war correspondent. Mr. Hales was running a paper called *The Review* in Coolgardie, and financially the undertaking was not too successful, so he removed the plant to Boulder City, and there issued an afternoon daily called *The Miners' Right*. Eventually Messrs. Osgood & Co., proprietors of *The Broad Arrow Standard*, owing to the decline of mining at Kurrawah, transferred their plant to the Boulder and started *The Evening Star*, which paper is still in existence, and grows both in popularity and importance.

#### “THE GERALDTON EXPRESS.”

Geraldton is well represented in the matter of journalism by *The Express*, and recent years have produced another publication—*The Geraldton Guardian*. *The Express* was founded as far back as 1878 by Mr. Isaac Walker, the first editor being Mr. Stephen Montague Stout, in his day a well-known journalist. The paper is now a tri-weekly one and is conducted by Mr. John M. Drew, M.L.C.

*The Guardian* has also a tri-weekly issue, being published on alternate days to *The Express*. Thus Geraldton is practically served by the daily issue of a locally-printed paper, and the rising importance of the port should assure the prosperity of the publication.

#### “THE TRUTH.”

Late in the year 1902 Mr. John Norton, proprietor of the *Sydney Truth*, decided also to produce the paper in Western Australia, and during January, 1903, the first issue was received from the press. The paper has been continuously published from the date mentioned, and at present enjoys a wide circulation. Until recently the editorial chair was occupied for some considerable time by Mr. Morgan, who recently accepted a similar position on *The Sun* newspaper at Kalgoorlie. The present editor is Mr. P. Finn, who is not unfavourably known to the Western Australian Press.

The “Statistical Register” gives the number of newspapers in publication in Western Australia at the close of the year 1911 as 77, so it will at once appear that to give separate details in regard to them is obviously impossible. These latter will receive fuller mention in that portion of the work which treats in more detailed form of the localities in which they are published.

Labour is specially represented by *The Westralian Worker*, which was for some considerable time published at Kalgoorlie. The paper, which is a weekly issue, recently transferred its headquarters to Perth, with the ultimate hope that it might form the genesis of a Labour daily paper in the metropolis.

## Consular.

The Consuls and Consular Agents in Western Australia of foreign powers consist of the following:—

America (United States of).—U. W. Burke, Consular Agent, Fremantle.

Austria-Hungary.—Alfred Edward Morgans, Consul, Perth and Fremantle.

Belgium.—G. F. Payne, Consul, Perth.

Chile.—John Harry Noble, Consul, Elder Buildings, Perth.

Denmark.—R. Strelitz, R.a.D., Consul, Fremantle.

France.—D. G. Gawler, Consular Agent, Fremantle.

Germany.—Chevalier C. P. L. Ratazzi, Consul, Mouatt Street, Fremantle; J. Fleischer, Acting-Consul, Perth.

Greece.—Henry P. Downing, Vice-Consul, Perth.

Italy.—Cavaliere C. P. L. Ratazzi, Consular Agent, Mouatt Street, Fremantle; E. Drake Brockman, Consular Agent, Perth.

Japan.—Archie Male, Hon. Consul, Broome.

Netherlands.—P. Strelitz, Consul, Fremantle.

Norway.—Richard S. Haynes, K.C., Consul, Perth; August Stang, Vice-Consul, Fremantle; A. Y. Hassell, Vice-Consul, Albany; H. M. Beigel, Vice-Consul, Bunbury.

Paraguay (Republic of).—John Swift Pearson, Consul.

Russia.—Peter Micheledes, Consul, Perth.

Sweden.—R. Strelitz, R.a.D., Consul, Fremantle and Perth; S. J. Haynes, Vice-Consul, Albany.

Nothing in the way of association to protect their mutual interests existed until within the past few months, when it was decided to form a Consular Association somewhat on the lines of that which has existed for many years in South Australia. The basis of this is to assist colleagues in sending away seamen, and to act in conjunction in any matter of public interest. The association is of a purely social and beneficial character, and aims at enabling the Consuls to act conjointly without any interference with the regulations of their respective Governments under which they discharge their duties. The functions of Consuls are at times onerous and difficult, and not often give rise to delicate situations, and by association mutual action is often facilitated and valuable assistance rendered. The secretary of the newly-formed body in Western Australia is Mr. J. H. Noble, the Consul for Chile, from whose energies, guided by the advice and assistance of the *doyen* of Consuls in the State, the Chevalier Ratazzi, much is expected.

UDOLPHO WOLFE BURKE, Consul for the United States of America, was born in New York City on February 21, 1866, and until ten years of age was educated at a private school in his native city. His father, Mr. David H. Burke, who had also held a consular position, removed to Hamburg, Germany, and the subject of this notice was placed as a student at the High School there, remaining for eight years. At the age of nineteen he left school and became associated with the largest coffee-importing house in Hamburg, and for the following year assisted in consular work in that city, at the end of the time returning to New York to join the Alliance Insurance Association, with which he remained for about two years. Tiring of city life he went out west to the States of Idaho and Washington, where he embarked in mining and land speculations, afterwards migrating to Australia and engaging in commercial business in the Eastern States and New Zealand

for a year (1894-5). Mr. Burke then decided to settle in Western Australia, and arrived there in 1895,



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MR. UDOLPHO WOLFE BURKE.

entering into the American trade in this State and representing the firm of Mailler & Querean, of New York, who have been in the Australian trade since 1861. Previous to receiving his present appointment as Consul for the United States he acted on several occasions as consular agent and took an active and prominent part in the arrangements connected with the visit of the American fleet to Albany in 1908. In 1898 he married a daughter of Mr. George Kilminster, of Woolahra, Sydney, the issue being two daughters.

HENRY PERCY DOWNING, Vice-Consul for Greece and senior member of the firm of Downing and Downing, Barristers and Solicitors, St. George's Terrace, Perth. The subject of our notice was born at Sydney, New South Wales, in 1873 and received his education at the High School and at the Sydney

Grammar School. Subsequently he studied law at the University of Sydney, and in 1896 came to Western Australia, where at Perth he immediately commenced the practice of his profession. He received the appointment of Vice-Consul for Greece in December, 1903. At the general elections in April, 1901, Mr. Downing sought a seat in the Legislative Assembly and contested the Guildford electorate against Sir C. H. (then Mr.) Rason, but was defeated by the small majority of 25 votes. He was for three years a councillor of the South Perth municipality and was also for a short time Mayor of that suburb. In 1899 Mr. Downing wedded a daughter of the Honourable Sir Edward Stone, K.B., Lieutenant-Governor of Western Australia.

**RICHARD SEPTIMUS HAYNES, K.C.**, Consul for Norway, 56, St. George's Terrace, Perth, was born at Picton, New South Wales, in 1857. He received his elementary education under the tuition of his father, who was a schoolmaster and a prominent man in the Hunter district of the Mother State, afterwards attending the Sydney Grammar School. In 1873 he was articled to Messrs. Russell and Holden, solicitors, of Sydney, and subsequently to Mr. A. W. Simpson, of Armidale, New South Wales. After being admitted to the Bar he took control of the offices of Messrs. Norton & Smith, solicitors, of Sydney, and for five years practised on his own behalf in that city. In 1885 he came to Western Australia, and being very successful in the first few cases he undertook soon became one of the most notable members of the profession in Perth. Especially was he able to establish a high standing in criminal practice, where his quick wit, ingenuity, and powers of pleading stood him in good stead, and after being connected with all the more prominent cases since his arrival in the State, to-day he leads in that class of practice. Several years after his arrival in Western Australia Mr. Haynes took into partnership Mr. W. M. Purkiss, formerly Crown Prosecutor in New Zealand, and himself having taken up civil work devotes the whole of his time to practice at the Bar. As early as 1886 he was elected a member of the Perth City Council, and in the same year was appointed the

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first Chairman under the Board of Health Act for the Perth district. He infused much life into this body and drew up all its rules, but resigned in consequence of lack of support from the police magistrate in enforcing regulations. In 1891, after two years' retirement, he again became a councillor for the city, and served a term of three years, not seeking re-election. He was the first to advocate and initiate the formation of the Municipal Association of Western Australia, and was elected its first Chairman in 1894. During his period of municipal service he prepared the by-laws for the regulation of the Council proceedings and the subdivision of the Council into Committees. He was authorized by the Council to report on the work of its officers, with the result that a city engineer and accountant were appointed, and he was instrumental in introducing two large loan bills which provided funds for the construction of new streets. On two occasions when he contested the seat for West Perth in the House of Assembly he was defeated by very narrow majorities, but in June, 1896, he was successful in being returned as member for the Central province in the Legislative Council. He was always a strong advocate of responsible Government, and was the founder of the Central Reform League, of which he was one of seven leaders. He is a supporter of all forms of athletics and acts as Vice-President to various football and cricket clubs. In 1880 he married Marion, daughter of Mr. A. J. Goodwin, of Sydney.

**HERMANN McALLUM HENNING** was born on December 28, 1877, at Adelaide, South Australia, and educated at St. Peter's College in that city. For two years after leaving school he was with Messrs. W. R. Cave & Co., merchants and agents of Adelaide, and after severing his connection with them in December, 1895, he came to Western Australia, being then only eighteen years of age. On his arrival in this State he received an appointment as general clerk in the office of Mr. W. F. Sayer, the present Solicitor-General, subsequently being articled to the late Mr. (afterwards Judge) Moorhead. He studied for the Bar and was admitted as Barrister and Solicitor on March 17, 1903, by the then Chief Justice, Sir

Edward Stone, on the application of Sir Walter James. He practised at Perth with the firm of Henning and Co. for two years, and on his own account for a similar period, but finding the demand for his professional services increasing he entered into partnership with Mr. E. Drake Brockman in 1909. Mr. Henning has great faith in the future of Western Australia, being particularly optimistic respecting the land values of the State, and he has taken up all the agricultural country that



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MR. HERMAN McALLUM HENNING.

is allowed under the Land Act. For three years he represented South Perth in the local Council, and occupied the mayoral chair for two terms, but owing to pressure of private business and consequent inability to devote sufficient time to municipal affairs he resigned, as he felt he could not do justice to the position. As solicitor to the Municipal Association of Western Australia he has been responsible for much of the improvement effected in Municipal Acts during recent years. For some considerable time he acted as Consular Agent for Italy, but resigned the office in 1912, Mr. E. Drake Brockman being appointed in his stead. He married in June, 1903, Rita, daughter of the late Mr. John Harvey, of Adelaide, South Australia. Mr. Henning is a son of the late Mr. R. W. E. Henning, of South Australia, who was prominent in the South Australian Parliament as member for the district of Albert for many years.

JOHN HARRY NOBLE, Consul for Chile in Western Australia, is a native of Nottingham, England. After studying for the law he, desirous of visiting the dominions beyond the seas, left England in the year 1888 and went to South Africa, but was induced to journey farther on, and in the following year left on a visit to Tasmania and New Zealand. On arrival in the latter place he was so impressed with the



Bartletto, Perth.  
MR. JOHN HARRY NOBLE.

country that he decided to remain there a while, and after embarking in mining and other pursuits, in 1891 received the appointment of assistant to Mr. H. G. Wade, the Government Property Tax Commissioner, subsequently securing an appointment with the Kauri Timber Company, Ltd., at its inception, but resigned and enrolled himself as a student at the Thames School of Mines. Subsequently he successfully followed mining pursuits, and for a time worked under Mr. "Long Drive" Walker, the promoter of the celebrated Waihi Mine. In 1893 Mr. Noble was privately retained to conduct a series of experiments for the extermination of rabbits in New South Wales. He spent several years in Victoria and started the Shepparton Butter, Cheese, and Ice Factory, Ltd. (at the time the largest country butter factory in Victoria), in conjunction with following agricultural pursuits. Migrating to Western Australia after the sensational mining developments in Coolgardie he secured appointment as Secretary to the Western Aus-

tralian Stock Exchange. Mr. Noble was for some time associated with the office of Mr. A. E. Morgans, Ex-Premier of Western Australia, and organized and conducted the electoral campaign for the Western Australian Party, including the Right Honourable Sir John Forrest, P.C., G.C.M.G., the Honourable Sir E. H. Wittenoom, K.C.M.G., M.L.C., Messrs. Clark and Mills at the Federal elections. He represents as attorney many mining and other interests, and is Secretary of the Pastoralists' Association of Western Australia, in addition to many other private companies.

GEORGE FREDERICK PAYNE, Consul for Belgium, was born at Sandhurst, Berkshire, England, on February 17, 1862. When only four years of age he was brought out by his parents to Australia in the sailing vessel "Racehorse," arriving at Fremantle in 1866. In the seaport town he was educated at the Government school until fourteen years of age, when he joined the firm



Bartletto, Perth.  
MR. GEORGE FREDERICK PAYNE.

of Messrs. W. D. Moore & Co., merchants and shipping agents, of Fremantle, as junior clerk, remaining with them for about ten years, three of which were spent in the Far North-West, where he gained valuable experience. Resigning his post with this firm in 1886 he accepted a position with the late Sir George Shenton as manager of his Fremantle business, and with him he remained until the formation of Elder, Shen-

ton, & Co., Limited, merchants and shipping agents, stock and station agents. Mr. Payne became associated with Mr. T. E. Field in the control of the firm, the ramifications of which extend to the most distant parts of Western Australia. Some years ago he was gazetted a Justice of the Peace. In 1890 he was married to Maude, a daughter of the late Walter Easton, one of the early viticultural experts of the State, and has a son and two daughters.

JOHN SWIFT PEARSON, Consul for Paraguay, was born on July 10, 1856, in Yorkshire, England, and educated at St. Mary's College, Hanover Park, London, E.C. At the age of seventeen he left College and entered the firm of Messrs. de Bernales & Co., marine underwriters, of Cornhill, London, remaining with them for about ten years, when he decided to settle in Australia. Accompanied by his wife, whom he had married but a few days previously, he set out for the Antipodes in the sailing vessel "Macduff," and after an uneventful voyage landed at Melbourne on September 19, 1883. His first appointment in the land of his adoption was with the New Zealand Insurance Company, and receiving rapid promotion in this office he was before long transferred to Adelaide as assistant manager to the Company in South Australia, which position he held for five and a half years. In 1885 he relinquished his connection with this Company in order to accept the management in Western Australia of the Sun Fire Office of London, an appointment which he retained until quite recently, when owing to failing health he was compelled to resign after twenty-six years' faithful service. Mr. Pearson was married in 1883 to Jennie, a daughter of Mr. Charles James Smith, of Brixton, London, S.W.

CARL PETER LUDWIG RATAZZI, Consul for the German Empire and Consular Agent for Italy, Mouatt Street, Fremantle, and St. George's Terrace, Perth. The subject of our notice was born at Frankfurt-on-Main on September 21, 1865, and is a relation of the illustrious Prime Minister of Italy Urbano Ratazzi (born, 1810; died, 1873). Mr. C. P. L. Ratazzi after finishing his education at Frankfurt-on-Main

joined the firm of Heenn Brothers, wholesale merchants of his native town. In 1886 he entered the Frankfurt agency of Armour and Co., Chicago, as confidential clerk. Leaving Germany in 1889 he embarked for Sydney, and subsequent to his arrival entered into business with Carl Goedecker as import and export merchants and agents. In 1892 Mr. Ratazzi proceeded on a business tour to New York, and while in this important city he married Miss Kath. Sulzmann. From New York he toured Great Britain and the Continent and devoted considerable time to the numerous manufacturing centres, coming back to Australia in 1893. Shortly after his return Mr. Ratazzi dissolved the existing partnership and joined the well-known firm of Weber, Lohmann, & Co., of Sydney and Melbourne, with whom he remained till 1900, when, having been offered the Western Australian agency for the Imperial German mail line (Norddeutscher Lloyd) he severed his connection with Weber, Lohmann, and Co. and established himself in Fremantle, Western Australia, in October, 1900, in partnership with Mr. Otto Lürman, of Bremen, the latter



Bartletto, Perth.  
MR. CARL PETER LUDWIG RATAZZI.

gentleman retiring after two years, and the business has since been carried on solely by Mr. Ratazzi. In 1905 Mr. Ratazzi was appointed a Justice of the Peace by the Western Australian Government, and in

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recognition of valuable services rendered as Italian Consul His Majesty the King of Italy conferred on him the Knight Cross of the Order of the Crown in 1907, and was promoted to the higher degree of Knight Officer in 1910. In 1901 he founded at Fremantle the first German Club (Deutscher Verein). His eldest daughter, Maria, and son Carlo received their education on the Continent, where they spent in all six years. The private address is 115, Victoria Road, Fremantle.

AUGUST STANG, Vice-Consul for Norway at Fremantle, Western Australia, is a son of the late Judge August Stang, of Arendal, Norway, where he was born on August 4, 1870. His educational training was conducted at a private college at Christiania, which he left at the age of sixteen to enter upon commercial pursuits. A couple of years later, in 1888, he sailed for Australia, and arrived in Melbourne about the middle of that year, his subsequent experiences in that city being gained chiefly among the stock-broking section of the community. In 1892, when the Western State was springing into prominence by reason of the phenomenal gold discoveries in its eastern districts, he followed the stream of emigration from the older States, and settling in Perth joined the Civil Service in the Postal Department. Steady promotion has attended his years of connection with this branch, and at the present time he occupies the position of Officer-in-Charge of the Cheque Branch of the Department. In 1910 the Federal Ministry permitted him to accept from the Norwegian Government the position of Vice-Consul for Norway at Fremantle, and he devotes a great deal of attention to the responsibilities involved in this office. He has deeply at heart the possibilities of improvement in the mutual trade between the country of his adoption and his native land, and his efforts are unceasing to bring about a closer relationship between the producing and commercial firms of this State and of Norway. The shipping trade between the two countries appears to him capable of considerable expansion, and he also is ever on the alert to promote the interests of his fellow-countrymen who come to the State, his efforts in settling such on the land having met with gratifying success. He is

of opinion that it would be of benefit to this country if a portion of the annual stream of agricultural emigrants from Norway to America could be directed to Western Australia. He is a representative of the Society for the Promotion of Immigration, which has its headquarters in the Mother State. Mr. Stang is



Bartletto, Perth.  
MR. AUGUST STANG.

a member of many years' standing in the fraternity of Freemasons. He finds recreation in gardening pursuits at his residence in Subiaco and during the summer months in occasional boating trips on the Swan River. In 1906 he married Ada, daughter of the late Mr. John Bailye, of Kent, England, and has a son and a daughter.

PAUL STRELITZ, Consul for the Netherlands, senior partner in the firm of Strelitz Brothers, Fremantle (referred to in the commercial section of this work), is a native of Hamburg, Germany, in which town he was born on July 30, 1867. At the completion of his education acquired at Hamburg College, in the city of his birth, he entered the office of Mr. R. J. Robertson, one of the largest ore-buyers in the Fatherland, and there gained his first insight into commercial life. He served in the German army for twelve months and then took passage for Australia, landing at Melbourne in 1886. Joining the firm of Messrs. Baker and Rouse, photographic suppliers, he subsequently received transfer to Adelaide, where he managed the



business of the firm for five years. He returned to Melbourne in 1893 to assume the management of the firm in that State, but in the following year resigned his position and, attracted by the glowing reports of the gold discoveries, set out for the



*Bartletto,*

*Perth.*

MR. PAUL STRELITZ.

Golden West. Once in Western Australia he was joined by his brother Richard, the outcome being the establishment of the present firm of Strelitz Brothers. On August 23, 1904, Mr. Paul Strelitz was selected for the consulship of Western Australia by the Netherlands Government, an appointment confirmed by the British authorities some months later. A lover of all outdoor sports, rowing in particular arouses his keenest enthusiasm, and he has taken

part in many amateur events both in Adelaide and Melbourne with considerable success, as the numerous trophies now gracing his home bear witness. For eight years he has been President of the Fremantle Rowing Club, is a Vice-President of the Children's Hospital, and is ever prominently to the fore in all movements having for their purpose the raising of funds for charitable objects. His beautiful home at Mount Street, Perth, with its delightful surrounding gardens, is frequently placed at the disposal of the charitable institutions for the purpose of raising funds to carry on the good work.

RICHARD STRELITZ, Consul for Sweden and Denmark and partner in the firm of Strelitz Brothers, was born at Hamburg, Germany, on July 23, 1872, and, like his brother Paul, received his education at the Hamburg College. On reaching his sixteenth year he was given a post in a shipping office, where he remained for three years, and then emigrated to Victoria, settling in Melbourne in 1892. Here he became associated with the well-known firm of Messrs. Lange & Thoneman, wholesale merchants, and after six months' service was transferred to the management of the firm's branch in Western Australia. In 1894 he severed his connection with Messrs. Lange & Thoneman, and with his brother commenced in business at Fremantle. Mr. Richard Strelitz was appointed Consul for Denmark in 1897, and six years later became Acting-Consul for Sweden, the following year being gazetted to the

consulship. In 1904 he had conferred upon him by King Christian of Denmark the order of Knighthood of Dannebrog, having first obtained private permission to accept the distinction from King Edward VII. personally. He was further honoured



*Bartletto,*

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MR. RICHARD STRELITZ.

in 1912, when the King of Sweden bestowed upon him the Knighthood of the Vasa Order. Mr. Strelitz visited Stockholm, where he was personally decorated, and was also entertained at a banquet by the Academy of Science. He is a noted motorist, and in 1907 drove his car through England, Scotland, and Europe, covering in all a distance of over 11,000 miles. Mr. Strelitz was wedded at Perth and has five children. His private address is View Street, Peppermint Grove, Cottles'oe.



## Medical.

When the settlement upon the Swan River was first established, provision for medical assistance was made by the appointment of a Colonial Surgeon (Mr. Charles Simmons). Mr. Simmons held the position for some years before a successor was appointed. The office continued in existence until after responsible government was conferred upon the colony.

There being no University in the State to confer degrees or diplomas in medicine and surgery, the practice of the profession is governed by the Medical Act.

Under this the Governor-in-Council may appoint or remove a Medical Board, consisting of not fewer than three nor more than seven members of the medical profession, to whom persons desirous of being registered must submit their degrees, diplomas, certificates, or other proofs. The board on due proof of qualification, skill, and ability to practise medicine or surgery, and also that the applicant is a person of good fame and character, may register such in the Medical Register. Every registered practitioner is entitled to receive from the Registrar of the Medical Board a certificate of his registration. The Medical Register of the State must be annually published

in the *Government Gazette* in the month of January. No person other than a registered medical practitioner is allowed to practise medicine or surgery, or to profess to be a medical practitioner, or to pretend that he is qualified to so practise. The fee for registration is £10 10s., and for reinstatement on the register the board may charge £2 2s. Additional qualifications are each charged 5s. for registration. Only persons holding British (also those holding the registration certificate of the General Medical Council of Great Britain), Australian, Tasmanian, or New Zealand qualifications can be registered. A fee of two shillings and sixpence is charged for inspecting the Register.

The Medical Board established under the Act consists of:—President, T. H. Lovegrove, M.R.C.S. (Eng.); H. T. Kelsall, M.D. (Lond.), L.R.C.P. (Lond.), M.R.C.S. (Eng.); J. W. Hope, F.R.C.P. (Edin.), L.S.A. (Lond.), D.P.H., R.C.P., and S. (Irel.); W. Trethowan, M.B., M.S.; J. S. Hicks, M.D. (Lond.); A. J. H. Saw, M.D., B.S. (Cantab.), F.R.C.S. (Edin.); T. L. Anderson, M.B. (Melb.); Registrar, Wm. Stephens, Trinity Chambers, 70, St. George's Terrace, Perth.

MICHAEL O'CONNOR, B.A., M.D., B.Ch., B.A.O., was born at Newcastle on December 9, 1865. After a preliminary course of education under private tuition in the place of his birth he proceeded to Ireland, where he was sent to the College of Jesuits in County Kildare, and subsequently entered as a student at Trinity College, Dublin. It was in connection with this famous institution that Dr. O'Connor received his medical training, and, having first obtained his Bachelor's Degree in the Faculty of Arts, in 1889 was awarded the diplomas of Bachelor of Medicine and Bachelor of Surgery. A year later he returned to Western Australia and, after twelve months of travel in different parts of the State, at the end of 1891 he settled down to the practice of his profession in the capital. Shortly afterwards an outbreak of smallpox, caused by the landing at Perth of an infected passenger from one of the Nor-West boats, led to his appointment as health officer, Dr. Scott who at that time occupied the position being prostrated by illness. The

efficient manner in which Dr. O'Connor grappled with the situation earned for him the highest respect and gratitude of the community and placed his professional reputation above criticism. Since that period he has been responsible for many schemes having as their object the health of the public, and he is an uncompromising enemy to unsanitary conditions. For fourteen years he carried out the duties of health officer for the Metropolitan district, resigning the appointment in 1907, and during that period he filled the post of senior physician to the Perth Public Hospital, also occupying a seat upon the Board. In addition to these offices he also acted as superintendent and physician to the Victoria Hospital at Subiaco, and at the present time he holds the position of consulting physician to the Perth Hospital. Dr. O'Connor is Chairman of Directors of the Emu Brewery, Limited, and the Stanley Brewing Company, Limited. At one period he was connected with the Legislative body, having been returned by the electors

of the old Moore district as their representative in the State Parliament, which seat he held for three years. In earlier days he was a prominent cricketer and polo player in Western Australia, and was Captain of the Perth Polo Club. Latterly he has turned his attention to the ancient game of golf as a means of healthful and pleasurable diversion and exercise. Dr. O'Connor married in 1896 a daughter of Colonel Forbes, of Northam, and has a son.

SAMUEL MACAULAY, J.P., L.R.C.P. (Edin.), L.F.P.S.G., and L.M., Perth and Cottesloe, is a son of the late Mr. John Macaulay, M.D., of Newcastle-on-Tyne, who died at Tynemouth, England, in 1902. Born at Barrhead, Renfrewshire, Scotland, on June 21, 1856, the gentleman under review received his early education at the Royal Grammar School at Newcastle-on-Tyne, subsequently attending a private school conducted by Mr.

Marchbank in the same city. He entered the Glasgow University in the winter session of 1875-6 and during his medical course took class honours in practical anatomy and in surgery. Having duly qualified for his profession in January, 1880, he began practice as Assistant Surgeon at the Newcastle-on-Tyne Dispensary, where he gained a good practical knowledge, and eventually established himself on his own account in the suburb of Jesmond in that city, where his father was already in practice. For eighteen years he practised successfully in this centre, and during the course of time found his duties increase to such an extent that he was obliged to take a partner. Notwithstanding this assistance his health at length broke down through overwork, and he resolved to try a change of climate. In June, 1898, Dr. Macaulay arrived in Western Australia and commenced practice at Perth and Cottesloe for a time as a general practitioner, ultimately deciding to specialize in diseases of the ear, nose, and throat. He had previously gained great experience in these diseases in England, having been surgeon to the Throat and Ear Hospital of Newcastle-on-Tyne for eighteen years, this institution being the only one of its kind for the four northern counties of England, and upon leaving for Australia was appointed honorary consulting surgeon and presented with an illuminated address in recognition of his services to the Hospital. He was also Honorary Surgeon to the Northern Counties Institution for the Deaf and Dumb for many years. Since coming to Western Australia he has held the position of honorary surgeon for throat and ear diseases in the Perth Hospital, which he resigned on the occasion of his taking a trip to England. A similar post

in connection with the Children's Hospital he was obliged to give up on account of the pressure of his private practice. For seven years he was a member of the Medical Board of Western Australia. He is honorary surgeon to the Deaf and Dumb Institution of Western Australia and to the Convalescent Home. While practising in England in 1893 Dr. Macaulay was appointed Honorary Secretary to the Section of Otology in connection with the B.M.A. annual meeting held at Newcastle-on-Tyne. He received his commission of Justice of the Peace for the Perth magisterial district in 1910. Dr. Macaulay has always been connected with the Presbyterian Church, in the advancement of which he takes a deep



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DR. SAMUEL MACAULAY.

interest. He is at present an elder of the Church in Western Australia, having previously held this office in England for about sixteen years. He has held the position of Presi-

dent of the Perth Y.M.C.A. since its inception in Western Australia in 1907 and is a staunch supporter of all that tends to the uplifting of the community in his adopted State. In 1881 he married Margaret Morrison, daughter of the late Mr. Robert Wilson, of "Donard View," Annaclone, Banbridge, County Down, Ireland, and has three daughters and a son, who is a minister of the Presbyterian Church at Elsternwick, Victoria.

ARTHUR RICHARD HAYNES, M.B., Ch.M., of Hay Street, Perth, was born at Gunnedah, New South Wales, in 1887, and was educated first at the Christian Brothers' College, Perth, and afterwards at the University of Sydney, of which he is a graduate. In November, 1910, he succeeded to the practice on the death of his father, Dr. E. J. A. Haynes, who for nearly twenty years had been one of the leading surgeons of Western Australia and a prominent and popular citizen of Perth. The possessor of high medical and surgical degrees and a skilful capacity at his work, the late Dr. Haynes made his impress on the professional life of the State, and by bringing his knowledge to bear on public affairs played no little part in many matters relating to the health and well-being of the community. For several years he was a member of the Perth City Council and was also at one time a prominent figure in military circles. He took the lead in advocating the training of midwifery nurses and established at his own expense a training home for the purpose. In these and many other directions, particularly in his readiness at all times to help the poor and needy, Dr. Haynes will long be remembered in this State.



## Dental.

The Dental Board which controls the registration of dentists in the State, and also so far as the Act permits exercises jurisdiction over the conduct of members on the register, consists of Dr. F. M. Wilkinson (President), with Dr. R. C. Merryweather and Dr. J. E. Ramsay representing the medical profession, and Dr. J. A. C. Wilson and Mr. S. D. Eden representing the practising dentists. Mr. F. M. Syme is the Registrar.

The board is elected by the profession in the terms of the Dental Act, and by virtue of the provisions of that Act regulates the various matters referring to dentistry in this State.

The board is empowered to make rules:—

- (a) For fixing the time and regulating the election of members of the board.
- (b) For the examination of persons claiming to be registered as dentists, and for determining the qualifications to be held and the evidence to be produced by any such persons.
- (c) For requiring and regulating the registration of all articles of apprenticeship under which apprentices or students to dentists are now or may hereafter be serving.
- (d) For regulating the meetings and proceedings of the board and the conduct of their business.
- (e) For generally carrying into effect the objects of this Act.

The board may impose and provide for the recovery of fines and penalties from any person or persons subject thereto, and prescribe a scale of fees to be charged in respect of any proceeding or registration under the Act or the rules.

The fees are as follows:—Annual license fee, £2 2s.; fee for registration as a dentist, £10 10s.; examination fee, £6 6s.; for registration of articles of apprenticeship, £1 1s.

There are sixty dentists upon the Register and thirteen registered dental students.

In addition to the official body there is a society called the Odontological Society of Western Australia, the members of which are subject to the rules of the National Dental Association, a body formed from all the ethical dental societies in Australasia. Under the auspices of this association dental congresses are held regularly, and at the one held some months ago rules

for the conduct of members were framed, but have not yet been published.

The desire of the society in Western Australia is to prevent unprofessional conduct and maintain as high a status as the law of the State allows. It meets monthly—papers are read and discussed, incidents of practice reported, and our various failures or successes brought before the meeting, the interchange of ideas being of great benefit to all.

The work outside done by the society commenced a couple of years ago, when 1,750 children were examined at James Street School. Proper charts of all mouths were recorded, one being sent to the parent of the child, the Principal Medical Officer (Dr. Hope) received one, and one was retained by the society. The society has since been treating all indigent children at the school, as well as the Swan Boys' Orphanage and Girls' Orphanage, free, the members devoting two hours of their time daily to this work. A great deal remains to be done in connection with charitable institutions, which probably the society will take in hand.

The children receive attention in all branches of the profession, special efforts being made to save teeth by filling and impressing on them the benefits of dental hygiene, which, as far as they are concerned, means the use of the toothbrush; the mouths, generally speaking, are filthy and full of decayed teeth.

The work of the society at the present time is being conducted at James Street, but permanent and well-fitted rooms will shortly be available at the new medical offices in Murray Street.

The question of how it has come to pass that the dental profession has made such a remarkable advance of recent years has often been discussed. One suggestion has been that the teeth of civilized people are now more liable to decay than they formerly were, but it is much more likely that the reasons are to be found in the increased skill of the operators, the use of anæsthetics, and a general feeling on the part of the public that prevention by care and attention is far preferable to extraction in the last stages of decay.

From the number of practising dentists in the State it may be seen that the prevention and cure of what Robert Burns described as the "hell o' a' diseases" requires considerable skill and ability.

ALEXANDER JAMES WRIGHT, L.D.S., Royal College of Surgeons, Edinburgh, Fellow of the American Academy of Dental

Science, etc., etc., 76, William Street, Perth, is a son of the late Mr. Alexander Wright, of Beathe, Scotland, one of the first dental prac-

tioners in Australia, who arrived in Victoria in 1847 and took part in the famous Eureka Stockade riot, being slightly wounded in that memorable

fray. The gentleman under review was born at Bendigo, Victoria, on October 7, 1866, and received his early education at Ballarat. Having finished his schooling, Dr. Wright commenced his dental training under his father and Dr. Bomford, of Beaconsfield, Tasmania, under whose tuition he obtained an excellent



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knowledge of the principles and practices of dentistry. After practising for five years in Tasmania Dr. Wright left for Western Australia and became registered as a dentist of that State at the passing of the Dental Act of 1894. He played a leading part in the legislation that led up to the passing of this Act, and was for many years a member of the Dental Board of Western Australia, for three years occupying the presidential chair. He filled the post of honorary dental surgeon to the Colonial Hospital for a lengthy period, and on the foundation of the Children's Hospital was appointed to a like position in that institution. He also took some part in public life, retaining his seat for four years at the municipal table at Claremont, where he acted as Chairman of the Health Committee. In the year 1906 Dr. Wright, leaving a *locum tenens* in charge of his practice, proceeded to Edinburgh, where he obtained the dental degree of the Royal College of Surgeons, and at the same time, having gone through the course, secured a certificate of competency in the use of anaesthetics from the same University. Dr. Wright was then made a member of

the British Dental Association after having been registered by the General Medical Council as a dentist of Great Britain. Deciding to take further degrees he sailed for America, where he entered the Harvard University and took the degree of Doctor of Dental Medicine, and while there was made corresponding secretary to the Alumni of the University, and in the same year was elected a member of the School of Dental Hygiene in the Council of America. At the request of some of the professors of the University he gave a demonstration at the Jamestown Dental Congress held in Virginia in 1907, and had the great distinction of being made Vice-President of the Congress. In 1908 the Fellowship of the American Academy of Dental Science was conferred upon him, this being the highest honour in American dentistry. At Chicago Dr. Wright entered the National Medical University and sat for the examination of Doctor of Dental Surgery, which degree he obtained the same year. Returning to Western Australia, he was elected President of the Western Australian Dental Society, and at the Australian Dental Congress in 1909 was elected Hon. Vice-President, and read a paper before this body on the proper care of the teeth in relation to the health of children. He fills various offices in connection with the Methodist Church, among them that of superintendent of the Ord Street Sunday-school. A Past Master of the Masonic craft, his mother lodge is the "Bonnie Doon." Dr. Wright takes his recreation in motoring, and is a member of the Western Australian Automobile Club. In 1890 he married Rosina, daughter of the late Mr. Charles Walters, of Maitland, Tasmania, and has two sons and a daughter.

JAMES ALEXANDER CAMPBELL WILSON, M.A.C.D., D.D.S., dentist, St. George's Terrace, Perth, is a son of the late Mr. Thomas Wilson, merchant, of Melbourne, Victoria, and was born at Carlton, in that State, on October 13, 1879. He received his education at New College, Box Hill, near Melbourne, and matriculated in 1896 at the University of Melbourne. In 1897 he was articled for five years to Mr. E. W. L. French, of Collins Street, and entered the Australian College of Den-

tistry, upon the completion of his course obtaining his M.A.C.D. diploma in 1901. Subsequently he passed the examination prescribed by the Dental Board for registration in Victoria and shortly afterwards left for America, where he took the final course in the Dental Department of the University of Pennsylvania, and graduated in 1903 with the degree of D.D.S. Proceeding to Great Britain he followed the practice of his profession while engaging in further study in the methods of English dentistry. In 1905 he returned to Australia and filled the position of *locum tenens* for Dr. A. J. Wright during his absence from Western Australia, and afterwards continued his connection with this gentleman for a time. In December, 1909, Dr. Wilson opened his present surgery in St. George's Terrace, Perth, where he has since carried on professional practice on his own account. He was Hon. Secretary of the Western Australian Dental Society in 1909-10 and Vice-President in 1910-11. Apart from his profession, his attention has been centred in the military defence movement, and he holds His Majesty's commission in the 1st Battalion of the 11th Australian Infantry Regi-

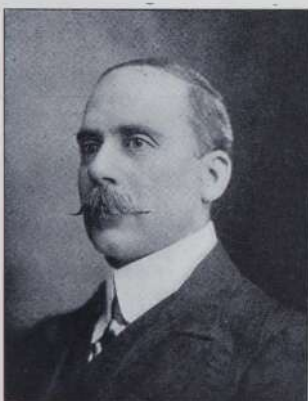


Bartletto, Perth.  
MR. J. A. CAMPBELL WILSON.

ment. He received his provisional appointment as 2nd Lieutenant on March 17, 1908, which was confirmed some eight months later, and was promoted to the rank of Lieutenant on October 25, 1909. He takes great delight in motoring and is a warm supporter of all forms of healthy outdoor sport. He is a

member of the Naval and Military Club. In 1905 Dr. Wilson married Agnes, daughter of the late Mr. William Rose, of Stockport, England, and has two sons.

**GRAFTON CAMERON DICKSON FORSTER**, dental surgeon, 178, St. George's Terrace, Perth, is a son of the late Mr. Charles Cameron Forster, of Brunswick, Victoria, a well-known chemist and dentist of that town. He was born at Moyston, in the same State, and at the conclusion of his education at the Stawell Grammar School became associated in dentistry with Mr. Donald McGregor, one of the leading pioneers in the profession in Australia, whose career was especially marked by the number of successful dentists who received their training under his tuition. After several years with this gentleman Mr. Forster practised his profession at 80, Collins Street, Melbourne, with Mr. W. A. E. Graham, and carried on in conjunction with this gentleman for some time. In 1896 he came to Western Australia and established himself



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in practice at his present address where he has continued ever since. He was appointed honorary dentist to the Perth Public Hospital, being the first to hold the honorary appointment; was a member of the Western Australian Dental Board, and is a Past President of the

Western Australian Dental Society. In matters of charity he is always to the fore and takes a deep interest in the Blind Institute, of which body he is a member of the controlling council. The health of the younger members of the community has engaged his attention, and chiefly through his instrumentality the Girls' Guild Union was formed in this State and has been carried on on very progressive lines, this organization being a branch of the very important similar institution for physical culture established in Melbourne, which has done so much for the girls of Victoria. He is a member of the Presbyterian Church, and for many years has been a member of the Board of Management of that denomination, besides filling the position of choir conductor of the church at Maylands for many years. A great lover of animals Mr. Forster is the owner and breeder of the champion deerhound and the champion Borghois (Russian wolfhound) of the State. He is a Freemason of long standing and is a member of the St. John Lodge, No. 1, W.A.C. His recreation consists chiefly of motoring and he owns an Imperial 30 horse-power car. Mr. Forster married Mary Helen, daughter of the late Mr. C. McDougall, J.P., of Brunswick, Victoria, and has a son and a daughter.

**DAVID RODERIC DAVIES**, M.A.C.D., dental surgeon, 178, St. George's Terrace, Perth, is a son of Mr. D. M. Davies, of South Yarra, Victoria, where he was born on May 13, 1878. He pursued his scholastic studies at the Church of England Grammar School in Melbourne, and when seventeen years of age entered upon his training in dentistry under the tuition of Drs. O'Neil and Levien, to whom he served articles for four years. He was one of the original students of the Australian College of Dentistry and Melbourne Dental Hospital, and having successfully passed his final examination and taken his degree of M.A.C.D., which was the only diploma then granted by that institution, he was appointed the first demonstrator in prosthetic dentistry in connection with the college. Resigning this post in 1899 Mr. Davies came to Western Aus-

tralia, and shortly after arrival joined issue with Mr. G. C. D. Forster, who admitted him into partnership in 1904. Mr. Davies has been a member of the Dental Board of Western Australia for several years, and at the present time occupies the position of Vice-President of the Dental Society of



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MR. DAVID RODERIC DAVIES.

Western Australia. He has been connected with the Masonic fraternity for a lengthy period, and holds office as sitting master of the Unity Lodge, No. 11, W.A.C. A cordial supporter of all healthy outdoor sport, he is particularly fond of yachting and tennis, and in aquatics has been the winner of many of the most coveted trophies in the State, including the cup presented by the late Governor, Sir Frederick Bedford, in 1908-9. He is Hon. Secretary of the King's Park Tennis Club. In 1909 Mr. Davies married Elizabeth, daughter of Captain R. Laurie, Ex-M.L.C., of Fremantle, and has a family of one daughter.

**SYDNEY DOUGLAS EDEN**, dental surgeon, 195, St. George's Terrace, Perth, is a son of Mr. James Eden, Government Engineer, of Dunedin, New Zealand, and now of Chatswood, New South Wales. He was born at Christchurch, New Zealand, on December 7, 1879, and received his scholastic training at the

Caversham, Kensington, Mornington, and Otago Boys' High Schools, subsequently taking his professional diploma in the former city, where he was an articled student to Mr. A. E. Boot, of the firm of Boot & Hunter, the leading dental surgeons of Dunedin. He carried on practice for about two years in his native country, leaving the Dominion in 1900 to come to Western Australia, and having satisfied himself that there was a good opening in Perth secured a surgery in a central position on St. George's Terrace, and has since built up a large practice. He is a member of the Dental Board of Western Australia and is one of the original Committee of the Odontological Society, and the Government Dental Hospital, which has accomplished so much good work for the



MR. SYDNEY DOUGLAS EDEN.

poor children of the State. Mr. Eden is one of the live spirits of the motoring community in Western Australia and spends much of his leisure time touring in his "F.N." car. He is very fond of outdoor recreation generally, and besides being Hon. Secretary of the Automobile Club is a member of the South Perth Golf Club, a member of the Royal Perth Yacht Club, and for years took a very active interest in the Western Australian Amateur Boxing Club. He was a foundation-member of the last named institution, and also of the Western Australian Amateur Sports Club, and in the past has devoted a good deal of attention to the improvement of sporting matters generally. He is a member of the Perth Club.



## Pharmaceutical.

The Pharmaceutical Society was founded in 1892 to control the practice of pharmacy in Western Australia, and was constituted under the Pharmacy and Poisons Act, 1894, which with its amending Acts in 1899 and 1903 was recompiled and readjusted by the Pharmacy and Poisons Act, 1910. The Council of the Society consists of a President and six members, who are elected every three years. The Governor may from time to time remove the President or any member of the Council.

A register has to be kept of all persons certified by the Council to be duly qualified pharmaceutical chemists, and an alphabetical list must be published in the *Government Gazette* every January giving the names and residences of all chemists practising in the State. Penalties are provided for practising without being registered, and for a company carrying on business as chemists without having a registered chemist in charge.

The functions of the Council consist of examination and registration. Under the heading of examination is included the duty of the Council to prescribe the necessary educational course leading up to the examination for certificates. The course includes practical pharmacy, chemistry, botany, materia medica, and Latin, as well as such other subjects as the Council may by regulation prescribe. Lectures in some of the subjects are provided at the technical schools. For registration the certificate of competency gained by examination is sufficient; it is also provided that "the diploma of competency as a chemist of the Pharmaceutical Society of Great Britain or Ireland is recognized, also the diploma of any Australasian Pharmaceutical Society or Board established by Act of Parliament; provided application is made in accordance with the rules and regulations."

The Pharmacy and Poisons Act also makes very stringent provisions for regulating the sale of poisons. Any person (unless duly licensed by the Council of the Pharmaceutical Society) who sells any poison is liable to a penalty not exceeding £50 or to imprisonment with or without hard labour for not more than twelve months. No licence is granted for the sale of poisons to any person other than a pharmaceutical chemist, unless in places more than five miles distant from the nearest place in which a pharmaceutical chemist has an open shop. Persons desirous of securing licences for the sale of poisons are required to support their applications by a certificate in the form of Schedule 7 of the Act, signed by the Police or Resident Magistrate of the district where the applicants reside, and signed also by a medical prac-

itioner practising therein. Every person licensed to sell poisons must keep all poisons in a safe box, cupboard, drawer, or other place securely locked and fastened.

Any person, other than a pharmaceutical chemist, who has any poison in his possession and leaves it in any place (whether ordinarily accessible to others or not) without a proper label with the word "Poison" attached is liable to a penalty of £20 or less.

It shall be unlawful to sell any poison, either by wholesale or retail, unless the box, bottle, vessel, wrapper, or cover in which such poison is contained be distinctly labelled with the name of the article and the word "Poison," and with the name and address of the seller of the poison; and it shall be unlawful to sell any poison to any person apparently under eighteen years of age or to any person unknown to the seller, unless introduced by some person known to the seller; and on every sale of any poison the seller shall, before delivery, make or cause to be made an entry in a book to be kept for that purpose, stating in the form set forth in Schedule 8 to the Act the date of the sale, the name, address, and occupation of the purchaser, the name and quantity of the article sold, and the purpose for which it is stated by the purchaser to be required, to which entry the signatures and addresses of the purchaser and of the person, if any, who introduced him, and also of the vendor, shall be affixed; or in the event of the order for such article being sent to the seller by letter or telegram, in lieu of the signature of the purchaser being required to be affixed to the entry above mentioned the seller shall retain such letter or telegram and make an entry in the said book as far as possible of the aforesaid particulars.

No person shall sell any poison when ordered by letter or telegram or other document, unless the signature of such is known to him, or unless such signature is authenticated by the signature of a J.P., notary public, or legal practitioner, or by some person known to vendor.

Any person who sells poison contrary to the provisions of the Act, or who neglects or omits to comply with its provisions or gives false information relative to the particulars required on the purchase of poisons; or who signs his name as a witness to the signature of any person unknown to him ordering poison by letter or telegram, etc., or to the sale of poison to any person unknown to him, is liable to a penalty of £100 or less, or to imprisonment with or without hard labour for not more than 12 months.



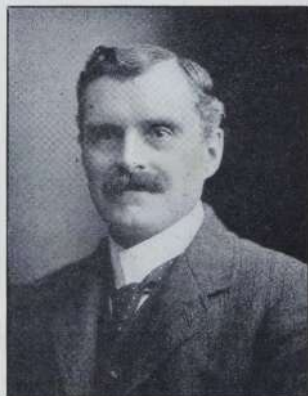
This Act does not extend to the sale of any poison when made up or compounded in a medicine by a duly-qualified medical practitioner or by a pharmaceutical chemist for the purpose of sale, or according to the prescription of a duly-qualified medical practitioner, or in the form of homoeopathic medicine, unless in the crude state or mother tincture, nor to the sale of patent or proprietary medicines when sold by pharmaceutical chemists or other licensed persons, nor to the sale of photographic materials for the purposes of photography, nor to the sale of medicines dispensed by veterinary surgeons, for animals under their treatment, nor to the sale of fly poison papers, nor to the sale of poisonous mixtures and fluids for the eradication of disease in any animals, or of insect pests or diseases in fruit-trees, grape vines, or other vegetation, nor to the sale of poisoned seed for the destruction of vermin, when duly

marked as such, nor to the sale for mining or industrial purposes of cyanide of potassium, strong mineral acids, or other metallurgical chemicals required in the mining or in such other industry where such chemicals are required in large quantities; nor shall it extend to any sales by wholesale dealers in the ordinary course of wholesale dealing, if an order in writing, signed by the purchaser, shall be given for the supply of the same. Provided that all such sales are entered in a book, and that the bottle or other vessel, wrapper or cover, box or case, immediately containing the poison bears thereon the word "poison" printed conspicuously.

The present Council of the Pharmaceutical Society consists of A. Tilly (President), E. Mayhew (Registrar), and E. Parry, J. B. George, J. G. Cooper, E. A. Sagar, and E. S. Sands, and the register of the society contains the names of about 200 qualified chemists.

FREDERICK ROBERTSON PLUMMER, M.P.S.N.S.W., M.P.S.W.A., and R.D.S.W.A., is a son of the late Mr. Eli Plummer, cloth manufacturer of Dewsbury, Leeds, England, and was born at the latter place on June 19, 1862. At the age of sixteen years he left the Leeds Grammar School, where he had received his scholastic training, and entered into business with his father. His health giving way he came to Australia in 1883, and upon arrival at Sydney took an open-air position on a sugar plantation on the Richmond River. A year later proceeding to Wilcannia he joined the firm controlled by Mr. H. C. Armstrong, chemist, of that town, who at a subsequent period opened branches at Broken Hill, Silvertown, and Mount Browne. Mr. Plummer here embraced the opportunity offered him to study chemistry, which he ultimately made his profession, and was successful in winning the diploma of the Pharmaceutical Society of New South Wales in 1894, prior to which he had obtained a good grip of the commercial side of the business of which he had acted as Manager. Before embarking in practice on his own account he spent a year at the college in Sydney studying pharmacy and dentistry. Then hearing that there were fine opportunities for pushing a large business in the western metropolis he came over to Western Australia, and prevailed on his brother-in-law, the late Mr. H. C. Armstrong, to join him in the establishment of their former pharmacy in Hay Street, Perth, which was carried on with signal success for over fifteen years. Extensive branches were formed at Fremantle

and Kalgoorlie, and the business became well known as the leading house of its kind in Western Australia. Ultimately the Company disposed of the parent business in Hay Street, as well as of the Kalgoorlie and Fremantle branches. Mr. Plummer took charge of the Fremantle business on its inception, and after it was sold he spent nearly a year in



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MR. FREDERICK R. PLUMMER.

travel, visiting China and Japan and other parts of Eastern Asia. Upon his return he took up the position of Director of the Western Australian Apothecaries' Company, Limited, and has since taken an active part in the management of its city businesses. The Company has now its head establishment at the corner of William and Murray Streets, and last

year opened another branch at 66, Barrack Street. Mr. Plummer spends his leisure hours in the cultivation of roses and other choice blooms which beautify his home in Edward Street, Perth. He has been connected with the fraternity of Freemasons for a period of five years and is a member of the Masonic Club. He was married in the year 1888 to Mary, daughter of the late Mr. William Armstrong, of Woodlodge, Cootehill, Ireland.

FRED. W. CARTER, M.P.S., pharmacist, corner of Hay and Milligan Streets, Perth. Telephone 1213. Established in 1905, the business of Mr. F. W. Carter has rapidly won the favour of an extended *clientèle*. The premises, which have been extended to four times their original size, are elegantly fitted with showcases and mirrors, the large show windows being attractively dressed with a variety of goods. The important work of dispensing prescriptions is undertaken with the greatest possible care, and to prevent mistakes two dispensers always work together, each keeping a check on the drugs and quantities used by the other. By this system errors cannot possibly occur. Dispensing by post is a feature of the business, and of the many orders executed in this manner disaster in transit has not befallen one. A bicycle express service is available for the collection of prescriptions and delivery of medicines, and at night urgent cases receive prompt attention. The large stock of choice perfumes is one of the

attractions of the place, and already well known to the citizens of Perth is the American soda fountain, handsomely fitted with imported marble locally polished and erected

acid bacilli and allowing it to incubate under certain conditions of temperature is also produced. The product is vastly superior to ordinary buttermilk, from which the nutritive

bread and flour, prepared by Messrs. James Woolley, Sons, & Co., Limited, of Manchester, England. The value of gluten for dietetic purposes has always been recognized, and there is no food better suited to the treatment of cases where starchy or saccharine foods are found to be objectionable. The bread has an agreeable flavour and is an excellent diet for persons troubled with indigestion, corpulence, diabetes, and



THE AMERICAN SODA FOUNTAIN AT MR. F. W. CARTER'S DISPENSARY.

at very heavy expense. The delicious liquids which flow from the fountain are made from a variety of fresh fruits, both local and imported, from which twice each week

butter-fats have been taken in the process of churning. And as a nutritive diet for diabetic patients and a remedy for gastritis, indigestion, and all stomach disorders it is



MR. FRED. W. CARTER.



INTERIOR VIEW OF MR. F. W. CARTER'S DISPENSARY, HAY STREET, PERTH.

the juice is expressed. No preservatives of any kind are used, and by a system of automatic carbonization a sparkling beverage is obtained, the drinks supplied being absolutely pure. Pure buttermilk obtained by inoculating fresh cow's milk with lactic

widely recommended to patients by the medical profession, the members of which send to Mr. Carter for supplies. It is also supplied in sterilized bottles sealed to prevent contamination. Mr. Carter recently accepted the agency for "Gluten"

other kindred complaints. Mr. Carter was born at Melbourne, Victoria, in 1883, where also he received part of his education. He came to Western Australia in 1896, and was employed as a clerk in the firm of Messrs. A. M. Bickford & Sons, wholesale druggists, for two and a half years, afterwards spending some time in the drug department, where he acquired the rudiments of chemistry. He then articulated himself to the late Mr. J. M. Jeffs, chemist, for four years, but upon the demise of Mr. Jeffs before that period had elapsed he concluded the last eighteen months of his indentures with Messrs. Stewart & Freeman, who took over the business. During a portion of this time he attended the Technical School and successfully passed the intermediate examination. His apprenticeship expired, he took charge of the drug department for Felton, Grimwade, and Bickford, Limited (late Messrs. A. M. Bickford & Sons), and continuing at the Technical School passed

his final examination, winning the Webster gold medal for highest honours, a distinction gained by only two others, although it has been available for competition for over nine years. Being now fully qualified he spent a year with Mr. A. V. Parkes, and then launched out in his present business, which is now in the foremost rank of similar concerns in Perth.

handsome two-storied building, but more particularly by the large and artistically arranged plate-glass windows, where carefully-chosen samples of the hundred and one wares tastefully set out to attract the attention of the passer-by hint at the immense and greatly varied stock displayed in the showcases within. Entering the establishment one is struck with the first-class arrangements for light-

the charge of Mr. H. Sandercock, pharmaceutical chemist by examination of Western Australia, who makes use of the latest scientific appliances in his delicate and responsible work, and who has won for his firm the confidence of the leading practitioners of the State. A speciality is made of the dispensing of doctors' prescriptions, and "no-substitution" is a firmly-established



INTERIOR VIEW OF MR. A. N. BIRK'S PHARMACY, 680, HAY STREET, PERTH.

A. N. BIRKS, pharmaceutical and dispensing chemist, 680, Hay Street, Perth. This well-known pharmacy business is one of the finest of its kind in the Southern Hemisphere. It was originally established many years ago by the W.A. Apothecaries' Company, Limited, and is the largest dispensary in the State. Situated in an excellent central position in Hay Street, the casual eye is arrested not only by the

ing and ventilation and with the rich yet quiet harmony of the artistic decorations, which are carried out by means of bronze and marble statuary, carboys and mirrors, palms, ferns, and pot plants, while the sense of space induced by the long showroom and glimpses of the dispensary and office with their chaste fittings of polished cedar is not the least of the attractions of the place. The fine, up-to-date dispensary is under

policy with Mr. A. N. Birks. In the extensive basement is stored the bulk stock of the business, and here an enormous supply of drugs, chemicals, druggists' sundries, and surgical appliances, imported direct from the manufacturers, is kept in splendid condition. Particular attention is paid to country orders, which are packed and dispatched in the most convenient and expeditious manner. There is also a large

manufacturing department and laboratory, where the many well-known proprietary medical remedies are compounded, and which are largely used by prospecting parties and other sections of the general public. ARTHUR N. BIRKS, member of the Pharmaceutical Society of Western Australia, is a South Australian by birth, having been born at Woodville, in that State, on December 28, 1885. He is a son of Mr. John N. Birks, late of Port Adelaide, the family being well known in South Australia and in all the other States of the Commonwealth. The



Bartlett, Perth.

MR. ARTHUR N. BIRKS.

subject of our notice pursued his scholastic studies for a few years at Woodville, later attending Malvern College, Unley, South Australia, from which institution he passed to Prince Alfred College, Adelaide, where he completed his education under the guidance of Mr. Frederic Chapple, B.Sc. He then decided to come to Western Australia, and in pursuance of this intention arrived in the State in the year 1903, soon afterwards entering as a student at the Perth Technical School, where he studied chemistry at the day and evening classes, gaining the silver medal of the Pharmaceutical Society for honours in the intermediate examination, finally securing his diploma in December, 1907. During

this period he served an apprenticeship to his father, then in the original pharmacy in William Street, Perth, but on gaining his diploma proceeded to the Eastern States with the object of obtaining further experience, and entered one of the oldest dispensing houses in Australia, where he remained long enough to considerably augment his practical knowledge of the profession, its busi-

Birks, who carried it on for a time, and for whom he had acted as General Manager for a period of thirteen months. Under his capable direction, ably assisted by the heads of the various departments, each of whom very efficiently controls his part of the business, the concern continues to grow in popular favour, and to hold that high place in the public estimation at which it has



Photo by C. E. Furr.

MR. A. N. BIRK'S DISPENSARY, HAY STREET, PERTH.

ness management, and the requirements of the public. Deciding to return to Western Australia, he first took a trip to New South Wales, where he made further studies in the different branches of pharmacy, and arrived in Perth at the end of the year 1908. In July, 1910, he purchased "The Apothecaries" business, which had previously passed into the hands of his father, Mr. John N.

ever aimed. Mr. Birks takes a deep interest in matters connected with the Congregational Church and has held many offices in that body. He is also a member of the Young Men's Christian Association. Most of his time is taken up in attending to his business affairs, but in the brief leisure that falls to his share he finds recreation in tennis, and is a member of the Claremont Tennis Club.

EDMUND DEAN & CO., family and dispensing chemists, 631, Hay Street, Perth. This well-known pharmacy business, which is one of the oldest established in Western Australia, was founded by Dr. Jameson, now a member of the Transvaal Government, South Africa, in conjunction with Dr. Kenny, and was carried on for many years under the capable management of Mr. E. Dean, who attended to the dispensing and other branches of the business. Subsequently the scope of its operations was enlarged by the purchase of the business formerly conducted by Dr. Scott, at St. George's Terrace, and about the same period an interest in the concern was purchased by Mr. F. W.



Bartletto, Perth.  
MR. FRANCIS WILLIAM COLLETT.

Collett, to whom was entrusted control of the dispensary and the general management, which previously had been resigned by Mr. Dean. Some years later the latter gentleman returned and became a partner in the business, taking over the management of a branch which had been opened at Fremantle. During the period that this arrangement continued the ownership changed hands several times until Mr. F. W. Collett assumed complete control of the business at Perth, the various branches of the firm meanwhile having been disposed of. Carrying on under the old and popular style of Edmund Dean & Co. the present firm by its commercial integrity, the purity and high-class character of its drugs and great variety of useful and beautiful goods, and the unfail-

ing courtesy of the members of the staff, commands a patronage which steadily increases as the years bring their added and honourable prestige to an already established fame. The firm is represented in London by its own buyer, and from this centre of the world's markets is continually in receipt of importations of drugs and all the requisites for accurate dispensing, delicious perfumes, and other luxuries of the toilet, besides the necessities which minister to the daily needs of everyday life and alleviate the sufferings of the sick bed. Its stock is the largest and most complete in Western Australia, and that most important department, the dispensary, has had the greatest possible care bestowed upon its appointments, the firm confining itself almost entirely to the dispensing of doctor's prescriptions, being well known among the leading physicians of Perth. Another feature of the business is the large number of proprietary medicines which are made up and find their way to the most distant parts of the State, bringing relief to many where medical aid is unobtainable. FRANCIS WILLIAM COLLETT is a son of the late Mr. William Collett, of Gloucestershire, and was brought to Australia by his parents, who settled in Perth, where the subject of this memoir received his scholastic training. At the close of his schooldays he served articles to the pharmacy profession under Dr. T. Hora, of this city, with whom he continued for three years. At the end of that period he transferred his indentures to Dr. Edward Scott, and having become fully qualified during his two years' term with this gentleman received the appointment of manager of Dr. Scott's dispensary, then situated on St. George's Terrace. Subsequently this business

was absorbed into the firm of Edmund Dean & Co., and Mr. Collett acquired his first interest in the concern of which he was afterwards to become sole proprietor. About the year 1899 he was elected a member of the Pharmaceutical Council of Western Australia and held office in that body for three years. He is a



EDMUND DEAN & CO.'S DISPENSARY, HAY ST., PERTH.

Justice of the Peace, a member of the Y.M.C.A., and an adherent of the Anglican Church. He is a member of the Perth Lodge in the Masonic fraternity, and has held office in the order. A member of the King's Park Bowling Club, what little recreation he indulges in is taken on the greens of the popular institution. Mr. Collett resides at Ventnor Avenue, West Perth.

JOHN HENRY TINDALE, M.P.S., chemist, Guildford, is a son of Mr. John Tindale, of Newcastle-



*Bartolotto,*

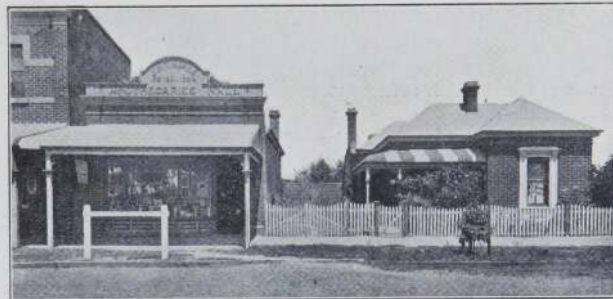
*Perth.*

MR. JOHN HENRY TINDALE.

on-Tyne, England, where he was born on July 17, 1870. He received his education in his native town and upon leaving school was apprenticed

to one of the leading pharmacists of that place. Afterwards he sailed for Western Australia in the barque "Helena Mena" with his parents, arriving in Perth in the year 1887. There he accepted a post with Mr. Mayhew, first chairman of the Pharmacy Council, and after two years in this connection went to York and from there to Bunbury, returning to Perth in 1893 to take up duties with the firm of Dean and Co., of that city. In 1894 he opened a pharmacy business for his employers at Guildford which he afterwards took over and has since car-

ried on on his own behalf. During the sixteen years that he has spent in the district Mr. Tindale has watched the steady advancement of the town but the demands of his business affairs prevent his taking an active part in public matters. What little leisure he has he devotes to gardening and aquatic pursuits, and in connection with the latter is Vice-President of the Guildford Swimming Club. He married Caroline, second daughter of the late Mr. Henry Milford, of Western Australia, and has three sons and two daughters.



MR. J. H. TINDALE'S PHARMACY, GUILDFORD.



## Banking, Insurance, and Finance.

When George Augustus Sala visited the Antipodes he described Australia as a democracy modified by banks. In forming this opinion he was no doubt guided by the fact that in all our capitals—and Perth is no exception—the most imposing buildings are those occupied by the financial institutions. His statement may be regarded as true, too, in other ways. It is probably impossible to estimate with any degree of accuracy the extent to which the resources of the country have been promoted by the various banking institutions.

In the early days of Western Australia the establishment of a bank was urged upon the Government as the panacea for all the ills from which the infant settlement was suffering.

The earliest banking legislation of this State is embodied in an Act passed in 1837 (8 Gul. IV., No. 1), which provided, amongst other things, that all banks "issuing promissory notes payable to bearer on demand" should keep weekly accounts of the amount of notes in circulation and of deposits, and should furnish quarterly to the Colonial Secretary a return showing the averages of such weekly accounts. Subsequently, in an Ordinance passed in 1866 to incorporate the National Bank of Australasia (30 Vict., No. 9), and again in an Act passed in 1879 to incorporate the Western Australian Bank (42 Vict., No. 33), the forms of the returns required from these two banks were included as schedules to the respective enactments. These returns were also required to be furnished quarterly to the Colonial Secretary, and were to comprise the averages of the statements prepared weekly, showing under certain specified heads the assets and liabilities of the banks. In addition to these particulars, a statement of the capital of each bank was required, together with the rate and amount of the dividend last paid and the amount of reserved profits. The forms laid down in these enactments are those at present in use.

The associated banks operating in this State are:—

Bank.	Locality of Head Office.	Act of Incorporation.	Date when Business commenced in Western Australia.
Bank of Australasia	London ...	Royal Charter ...	* May, 1841
Western Australian Bank	Perth ...	Special Act ...	June 23, 1841
National Bank of Australasia, Ltd.	Melbourne	Victorian Companies Act, 1890	1866
Union Bank of Australia, Ltd.	London ...	English Companies Acts, 1862-79	1878
Bank of New South Wales	Sydney ...	Special Act ...	1883
Commercial Bank of Australia, Ltd.	Melbourne	Victorian Companies Act, 1890	January 10, 1888

\* Discontinued about 1845, and recommenced May 2, 1894.

It will be seen that of these six banks two have their head offices in London, two in Melbourne, one in Perth, and one in Sydney.

The first bank of issue to commence business in this State appears to have been the Bank of Western Australia, which opened on June 1, 1837, with a nominal capital of £10,000, of which 25 per cent. only was called up. Small deposits were received on the Savings Bank principle, and interest was allowed at the rate of 5 per cent.

In May, 1841, the business of this bank was bought out by the Bank of Australasia, while on June 23, in the same year, the present Western Australian Bank was opened, mainly through the efforts of shareholders in the old bank who were not satisfied with the arrangements for transfer.

The Bank of Australasia, however, did not, on that occasion, continue its operations in this State for any great length of time, as it appears to have closed its Western Australian branch in 1845. Nearly fifty years later it again commenced business, opening in Perth in May, 1894.

The Western Australian Bank, which commenced business in this State in 1841, is a purely local bank, having no branches elsewhere than in Western Australia. It was incorporated under a special Act of the Western Australian Legislature, which was passed in 1878, but subsequently repealed and re-enacted with amendments in 1896. The authorized capital with which the bank was established was £200,000, but this has since been increased to £200,000 paid-up capital. The reserve funds amount to £539,398, and the average liabilities for the year were £2,857,644, while the assets stood out at £3,836,736. To its forward policy as much as to its long connection with this State, Western Australia owes much. It occupies the premier position of all the banks, and has undoubtedly at all times been a prominent factor in the development and progress of the community whose interests it was originally formed to foster. It has branches in most of the settled districts, and is always among the first to afford banking facilities to new centres.

In 1866, twenty-five years after the inauguration of the Western Australian Bank, the National Bank of Australasia, Melbourne, established a branch of its business in this State, a special Act of incorporation being passed by the Western Australian Legislature in 1866, and amended in 1867. The head office of the bank is in Melbourne, and branches exist in Victoria, South Australia, New South Wales, and Western Australia. As a result of the financial crisis of 1893, this bank was

reconstructed under the title of "The National Bank of Australasia, Limited."

Twelve years later, in 1878, the Union Bank of Australia, Limited, commenced operations in Perth, and was followed in 1883 by the Bank of New South Wales.

In 1885 a branch of the Commercial Bank of South Australia was opened in Perth, but owing to the fact that this bank went into liquidation in 1886 its career in this State was very short-lived, the only record of its transactions which appears in the Western Australian *Government Gazette* being the returns for the quarter ended December 31, 1885.

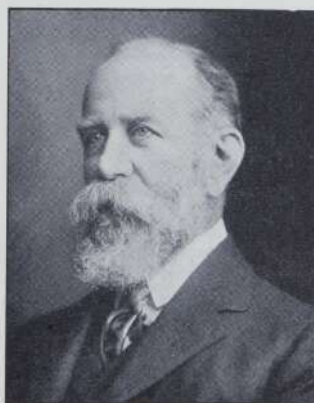
Some three years later, in 1888, the Commercial Bank of Australia realized the advantages of gaining a footing in the State, and commenced operations in Perth.

The returns for the quarter ending June 30, 1912, giving the average amount of the liabilities and assets of the several banks, showed notes in circulation £45,821, bills in circulation £69,626, balances due to other banks £225,462, and deposits £6,900,758, making a total of £7,241,667, while the assets amounted to £11,608,143,

The WESTERN AUSTRALIAN BANK, Perth, was founded in the year 1841 with a capital of £20,000, divided into 2,000 shares of £10 each, the deed of settlement being dated June 23 of that year, and the doors opened for business in that month with a subscribed capital of a little over £2,000. According to the original prospectus issued by the promoters the Provisional Committee was constituted of the following gentlemen, *viz.*, William Tanner, Richard Hinds, J. S. Roe, Edward Hamersley, Samuel Moore, T. R. C. Walters, W. J. Lawrence, and G. F. Stone (Secretary *pro tem.*), all of whom were prominently identified with the commercial interests of the State. Since that time many other familiar and highly-respected names have been intimately associated with the history of the Bank, among whom may be mentioned Mr. George Shenton (a Director from the year 1847 to the time of his death in 1864), Sir Luke Leake, Mr. F. D. Wittenoom, Mr. Charles Wittenoom, the late Sir George Shenton (Director for forty years and Chairman from the year 1886 to the time of his death in June, 1909), and Mr. J. G. C. Carr. All these gentlemen have at one time or another occupied the chair of the directorate. The present Chairman of the Board of Directors is Mr. W. T. Loton, a gentleman whose connection with the Bank dates from

NN2

the year 1878, the other members of the Board being the Honourable George Randell, Mr. S. F. Moore, M.L.A., Sir E. H. Wittenoom, K.C.M.G., and Sir E. A. Stone. The Bank opened for the transaction of business in what formerly had been a private house on the corner opposite the Deanery in St.



Bartletto, Perth.  
MR. H. D. HOLMES.

George's Terrace and immediately opposite Government House, upon which site the Presbyterian church now stands. In 1846 a removal was effected to a building in the west

made up of coin £1,734,516, bullion £497,713, Government securities £147,897, landed property and premises £217,530, notes and bills of other banks £556,370, balances due from other banks £53,178, and notes and bills discounted £8,400,939. The small value of notes in circulation is, of course, due to the operations of the Federal Banking System, which took over the issue of notes in Australia.

The two other banks operating are the Government Savings Bank and the Agricultural Bank, both of which have been fully described in the section relating to public departments.

With regard to insurance companies their name is legion. They cover every variety of risk—life, fire, accident, guarantee, marine, burglary, etc. They all operate throughout Australia generally, and many of them throughout the British dominions.

The only purely finance company is the Western Australian Trustees, Executors, and Agency Company, Limited, an organization which is sufficiently explained by its name, and the operations of which are confined to the class of business therein described.

end of the Terrace adjoining the old Victoria Library, where the Bank remained until 1886, in which year the present handsome premises were erected at the corner of St. George's Terrace and William Street. Since that date the building has been altered and added to on several occasions to provide sufficient accommodation for the rapidly-increasing business. From the very first the business of the Bank has proved of a highly-profitable character, and shareholders, particularly those who took up shares in the early days, have been handsomely rewarded. The dividends paid have varied from 12 to 20 per cent., but since October, 1905, 20 per cent. per annum has been consistently paid. Prior to that date for many years the half-yearly dividends were at the rate of 17½ per cent. per annum. In the earlier days of the institution numerous cash bonuses were paid to the fortunate shareholders, while in addition the paid-up value of the shares has been increased on several occasions without any further call being made on the purses of the shareholders. Latterly they have also reaped the advantage of the periodical new issues of shares which were offered to them at a price well below the market value of the stock. These various issues have on all occasions realized large premiums, which have been added to the Reserve Fund, thus assisting in a substan-



tial degree to build up the present magnificent Reserve Fund. On the occasion of the celebration in 1891 of the jubilee of this progressive institution Mr. Walter Padbury, then one of its oldest shareholders, stated that he estimated the return for every original share costing £1 10s. to be equal to £3 10s. per annum. It has also to be borne in mind that this result had been attained while continuing the sound policy of building up the strength of the Bank's reserves. The first cashier of the Bank was Mr. R. Wells, who died on April 28, 1846, and was succeeded by Mr. F. Lochee, who continued to act in that capacity and as Manager for about forty-three years, retiring in January, 1889, on a well-earned pension. Mr. J. F. Law was the Acting Manager for a short period until August 15, 1890, when Mr. H. D. Holmes, the present General Manager, was appointed. Mr. Holmes was previously connected with the Bank of South Australia, and at the present time is a banker of some fifty years' standing. Under his able management, and aided by the great impetus given to Western Australia by the rich gold discoveries and the subsequent rapid development of the State's agricultural and pastoral resources, the business of the Bank has continued to expand in a most satisfactory manner. In July, 1869, the staff of the Bank numbered five, and there were no branches in existence. By 1896 the staff had increased in number to eighty-five and twenty branches had been established. At the present day the staff totals 241, branches and sub-branches have multiplied to the number of sixty-three, and the Bank's operations have spread well over the whole of the State. The following figures will indicate the remarkable progress of the institution:—

The Manager at the head office of the Bank is Mr. R. L. Herbert, who has held that office since September, 1899, and the Inspector is Mr. A. L. Johnston. The management of the Bank is to be heartily congratulated upon the success which has attended its operations in the past and upon the progressive policy adopted by the Board of Directors.

It is evident that the shareholders and public generally have every confidence in the policy pursued by the Board of Directors, a policy which has placed the State under a heavy debt insofar as much of the present prosperity of its local industries has to be credited to the sympathetic support of this local financial institution.



THE WESTERN AUSTRALIAN BANK, PERTH.

which undoubtedly will secure to the Bank a good proportion of the new business which must necessarily follow the opening up of the vast areas of the Western State. To effectually cope with the continued increase in the Bank's operations in 1911 a new issue of 5,000 shares was made, the minimum price of each share being fixed at £28, which has had the effect of raising the paid-up capital to £250,000, the full extent of its present authorization, and the Reserve Fund to well over £615,000.

The NATIONAL BANK of AUSTRALASIA, Limited. This institution, which has played a prominent part in the financial history of the various Australian States, was founded in Melbourne in 1858, when the following prospectus was issued:—"The National Bank of Australasia. Established 1858. To be incorporated by Act of the Legislature limiting the liability of the shareholders to double the amount of their shares. Capital, £1,000,000 sterling, in 200,000 shares of £5 each. Preliminary deposit, 10s. per share; first call of £1 10s. per share, after which no further call to exceed £1 per share. Interest allowed on current accounts and bills for discount received daily. To be conducted by a Board of Directors not to exceed six in number, who shall annually elect from amongst themselves a Chairman." The Act of Incorporation having been obtained from the Parliament of Victoria, on August 10, 1858, the first Board of Directors was elected. Out of sixteen candidates the six successful ones were Messrs. Thomas Brown, jun., Dalmahoy Campbell, Fras Bur-

	1852	1871	1882	1890	1896	1911 (March)
Deposits	£ 36,387	£ 68,389	£ 186,890	£ 268,721	£ 1,897,838	£ 2,977,205
Notes in Circulation		5,915	9,196	13,653	95,333	146,661
Balances due to other Banks				2,275	7,711	91,427
Paid-up Capital	6,006		90,000	60,000	100,000	250,000
Reserve Fund	2,039			64,619	125,000	325,000
Specie and Bullion on hand	16,939	18,164		40,714	929,754	1,258,901
Bills Receivable and all other Advances	30,846	98,400	256,730	339,642	790,449	2,390,072
Bank Premises	1,060			23,234	31,317	74,000
Balances due from other Banks			25,800	13,782	428,428	80,298

dett Franklin, John Houston, T. H. Lempriere, and John Mackenzie. The management of the Bank was placed in the hands of Mr. Cunningham, who entered upon the appointment in 1860 and held sway until 1866, when he was succeeded by Mr. Fred. Wright. This gentleman was followed by Mr. E. M. Young in 1870, and in the succeeding year Mr. Frank Grey Smith was appointed

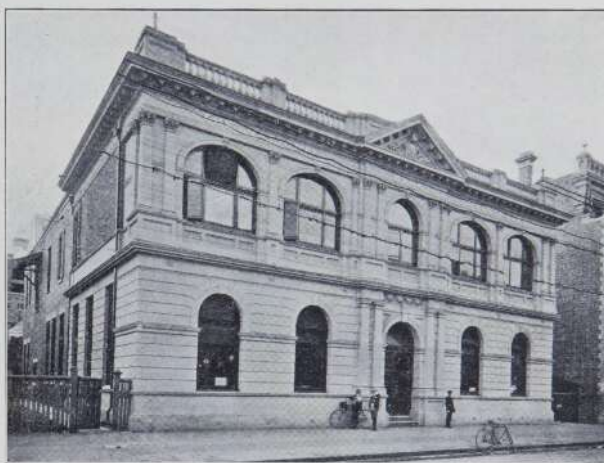
half-yearly balance-sheet for the six months ended September 30, 1911, the net profit amounted to £76,856 10s. 2d., which, with the balance carried forward from the previous half-year, left available for distribution the sum of £80,405 5s. 8d. Of this amount £2,000 was appropriated to the Officers' Provident Fund, £20,000 transferred to the Reserve Fund Account (making it £285,000),

term. Notes in circulation amounted to £102,732 10s. and bills to £750,340 14s. 10d. The working expenses for the half-year at the branches and agencies amounted to £87,604 4s. 1d., while £8,448 17s. 8d. was paid on account of note, income, and land taxes. The present capital of the Bank is as follows:— Authorized capital, £3,407,904; capital paid up — preference



Nixon, Northam.  
MR. F. T. MULLEN.

Chief Manager of the institution. On May 1, 1901, Mr. J. G. Addison assumed control, and continued to fill the chair up to the time of his death in 1912, when Mr. E. H. Wreford was appointed Chief Manager. The operations of the Bank have extended over a wide area, and branches have been established at Sydney, Adelaide, Perth, and London, while there are 165 other branches and 42 sub-branches in the Commonwealth. According to the



THE NATIONAL BANK OF AUSTRALASIA, LIMITED, PERTH

£5,000 was written off the Bank premises, and a dividend at the rate of 6 per cent. per annum declared on preference shares, which absorbed £9,173 8s. After payment of the dividend on the ordinary shares at the rate of 6 per cent. per annum (£35,773 4s.) and a bonus of £6,532 6s. to the officers, a balance of £8,458 13s. 8d. remained, which was carried forward to the next financial

shares £305,780, ordinary shares £1,192,440; reserve fund, £785,000; and reserve liability of shareholders, £715,464. Mr. E. H. Wreford is the Chief Manager of the Bank in Melbourne and Mr. R. G. Fincham the Manager. The Manager of the Perth Office is Mr. F. T. Mullen, who is assisted by Mr. Angus McDonald, Sub-Manager, and A. W. Ballhausen, Accountant.

The NATIONAL MUTUAL LIFE ASSOCIATION OF AUSTRALASIA, Limited, St. George's Terrace, Perth. Head Office: Corner of Collins and Queen Streets, Melbourne. The establishment of the National Mutual Life Association in the year 1869 marked a new era in the history of life-assurance practice. Up to that year the offices transacting life-assurance business in the colonies did so on the old-fashioned principle that a policy should be null and void if any premium remained unpaid more than thirty days after

it was due. A really effective non-forfeiture condition was inserted in the policies of the National Mutual to the effect that when default was made in the payment of a premium, and the surrender value of the policy was sufficient to pay such premium, it became compulsory on the part of the directors to pay the premium and keep the policy in force for the benefit of the assured, the premium so paid remaining as a debt against the policy, to be repaid with interest for the time during which it remained a debt. This inaugurated a

new era in the practice of life assurance, and the principle has since been copied by all prominent life offices. The credit of introducing this liberal principle into life-assurance practice is due to the late Colonel J. M. Templeton, C.M.G., F.I.A., the founder of this Association. The introduction of such a feature alone was a sufficient warrant for the establishment of the National Mutual, but there were other reasons, *viz.*, to found the first mutual life association in Victoria, to liberalize the general conditions of

policies by removing stringent conditions unfair to members of a mutual life association, and to introduce an improvement in the mode of dividing profits, the rule adopted by



Bartlett.

MR. HENRY WRIGHT.

Perth.

the National Mutual being that profits should be divided among members in proportion to their contributions to the profit fund. The principles of mutual assurance were strictly observed from the inception of the Association, no advantages being given to the first members, who were admitted on the same terms as those upon which new members now enter. Based on such firm foundations it is not to be wondered that the rise and progress of the National Mutual has been wonderfully rapid. From the beginning a prudent but comprehensive policy was adopted, and to-day the Association occupies a foremost place in the ranks of the great life assurance institutions of the Empire. The Association enjoys a remarkable popularity, and in the most distant fields of its enterprise has a strong place in the public esteem. The first premium received by the National Mutual forty-one years ago amounted to £6 0s. 10d. To-day the funds of the Association stand at £6,200,000, while the income for the year 1910 was £1,120,000, a truly wonderful increase.

Ten years ago the business transacted was about one-third of the sum that is now annually written, while the funds have improved by over 50 per cent. For the State of Western Australia the total amount of business in force to date approximates one million pounds sterling. The following extract from the March (1911) issue of *The Scottish Critic* succinctly sets forth the position of the National Mutual at the end of the financial year, September 30, 1910:—"Although this Association has completed only its forty-first year it has reached a place in the front rank of British life offices which average more than three times its age. This is the case in regard to the amount of new business, the sums received for premiums, and the position of the assurance fund. The National Mutual of Australasia establishes a new and progressive record every year. The rate of expansion is steadily accelerating. Even in the trying years of drought in Australia the business was successfully maintained. That can be accepted as an evidence of the energy and enterprise with which the business is conducted, and further proof is found in the development both at Home and in this country. . . . The new business of over three and a quarter mil-

lions sterling in the past year—the largest the Association has ever transacted in any year—suggests the magnitude of the Company's operations, and the progress is shown in adding £305,811 to the figures of the previous year. New policies were issued in the past year to the number of 13,088, bringing in new annual premiums of £121,925. The income of £1,122,668 was £78,867 more than for the previous twelve months, and of this increase £23,139 was contributed by interest. The large amount of interest received, £280,862, shows that the funds were kept well invested during the year, and is a satisfactory proof of the special care devoted to this important department of the Association's business. It is almost needless to say that the safe and profitable investment of funds is of absolutely vital importance to a life-insurance company." *The Insurance Journal and General Financial Record*, published on March 11, 1911, contains the following laudatory comments:—"Rapid development, based upon firm and solid foundation and directed by a spirit of prudent enterprise, continues to characterize the marked progress of the National Mutual Life Association of Australasia. The amount of interest earned on the invested funds was strikingly satis-



INTERIOR VIEW OF OFFICES OF THE NATIONAL MUTUAL LIFE ASSOCIATION, PERTH.

factory, the average rate realized being £4 14s. 7d. per cent. as compared with £4 14s. 3d. in 1909 and cent. it becomes evident enough how largely the reserves must benefit. Although there has been so continues to be reduced, falling during the past three years from 23·3 per cent. to 21·2 and 21 per



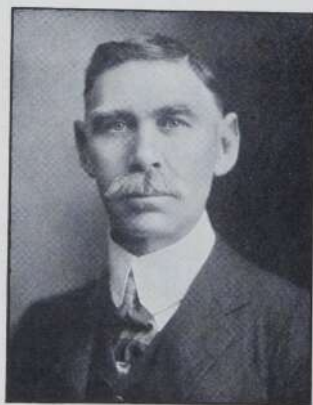
OFFICES OF THE NATIONAL MUTUAL LIFE ASSOCIATION, ST. GEORGE'S TERRACE, PERTH.

£4 13s. 3d. in 1908, and when it is considered that the rate assumed as a valuation basis is only 3½ per cent., the ratio for the triennium just completed being 21·8 per cent. against 25 per cent. for the preced-

ing similar period. That the ratio of expenditure should so diminish even while business is so rapidly expanding speaks convincingly as to the care devoted to the business by the directorate and the management." *The Review, The Financial Union, and The Stock Exchange* also referred in complimentary language to the operations of the Association and to the general feeling of confidence which it has inspired in its patrons. During the year under review the Association acquired freehold properties at Colombo and London for the use of the local branches, and to enable additions to be made to the head office the adjoining property in Queen Street, Melbourne, was purchased. The Directors of the Western Australian Branch are the Right Honourable Sir John Forrest, G.C.M.G., P.C., M.H.R., and Mr. William Macmurtrie. The Manager is Mr. Henry Wright. HENRY WRIGHT was born in Fitzroy, Victoria, on June 7, 1862. His early education was received at Melbourne, and he was afterwards sent to the Scotch College till the age of sixteen, when he joined, as junior clerk, the National Mutual Life Association under the founder, the late Colonel J. M. Templeton. At that time the whole staff consisted of only seven persons, but during the next two years business increased so rapidly that a branch was opened at Adelaide, South Australia, Mr. Wright being sent to that city to join the clerical staff. Having remained there for eight years he attained the position of acting accountant, and in 1886 was transferred to Western Australia as local Secretary, acting under South Australian jurisdiction. Two years later, when a Branch was established at Perth, Mr. Wright was selected as Resident Secretary, and later was appointed Manager for Western Australia. For many years no one was better known than he in connection with any charitable movement, and being the possessor of a fine tenor voice of wide range his services as an amateur vocalist were freely requisitioned at concerts arranged in aid of charities, and in the musical world he was equally to the fore as Secretary to the Perth Musical Union for a number of years. Church matters have always occupied a good deal of his attention, and he is at present Treasurer of the Associated Churches of Christ in Western Australia, having in the past occupied the position of Presi-

dent and represented Western Australia in that capacity at the Federal Conference of Churches at Adelaide. His favourite recreation is cricket and he was associated as Hon. Secretary with the old Metropolitan Cricket Club, of which he was regarded as the principal batsman and bowler. Married in Western Australia in 1886 to a daughter of the late Mr. John Sands, of St. Peters, South Australia, he has two sons (now occupied in commercial life in Perth) and two daughters.

JOHN GALE POTTENGER, New-Business Manager in Western Australia for the National Mutual Life Association, is a son of the late Mr. Henry Foster Pottenger of Victoria, and was born at Maryborough, in that State, on September 23, 1864. He attended local schools until thirteen years of age, when he



Bartleto,

Perth.

MR. JOHN GALE POTTENGER.

was placed under the care of private tutors in Melbourne, completing his studies under the late Mr. Thomas Paul Johnstone, M.A. Subsequently he began his career in the Victorian Postal Department, where he remained for three years, resigning in 1884 in order to accept service as a salesman for an American importing house, in which capacity he achieved much success. At a later period he engaged in the real estate business at Melbourne, and at the time of the land boom in 1887 became associated with the firm of Messrs. Munro and

Baillieu, auctioneers, land salesmen, etc., as Auctioneer and Branch Manager. When the collapse of the land boom occurred in 1890 Mr. Pottenger again commenced business on his own account at Melbourne as press correspondent and general advertising agent and contractor, under the style of the International Press Association, afterwards establishing a branch in Sydney. Owing to failing health he retired from that business and subsequently joined the staff of the National Mutual Life Association of Australasia in Sydney. After three years' sojourn in New South Wales Mr. Pottenger returned to Victoria to accept an appointment on the staff of the Australian Mutual Provident Society, where for three and a half years he was signally successful. As a result of this he was offered and accepted the position of metropolitan superintendent at the head office at Melbourne of the National Mutual Life Association of Australasia, subsequently being promoted to the management in Tasmania in 1904. The very marked success of the business of that institution in Tasmania during his six years of office is a tribute to his great energy and special organizing ability. He received from the authorities, however, a request to come to Western Australia to take charge of the New-Business Department in that State, and his health requiring a change he acceded to the proposition, entering upon his duties in 1910. Since then he has travelled nearly over the whole of the State in the arduous discharge of his office. Mr. Pottenger is regarded as an able organizer and one of the best exponents of the science of salesmanship in Australia. He takes a keen interest in metaphysics, psychology, and mental science, is a member of the Masonic fraternity, and is associated with the Perth and Cottesloe Golf Clubs, this being the form of recreation he prefers. In 1886 he married Harriett, second daughter of the late Mr. Edward Francis, of Wodonga, Victoria, and has three sons and a daughter.

The COLONIAL MUTUAL LIFE ASSURANCE SOCIETY, Limited, St. George's Terrace, Perth. This Society has its head office at Melbourne and branches in most of the principal cities throughout the

Commonwealth. The Western Australian Branch opened its doors for the transaction of business about the year 1873, and rapidly made its way in the public regard, each year wit-



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MR. GEORGE HORNER JOHNSTON.

nessing a substantial increase in the amount of business recorded. The steady progress of the Colonial Mutual reached its culminating point at the General Meeting held on May 10, 1911, when the balance-sheet for the year 1910 was placed before the shareholders. Not only was the amount of new business obtained a record for the Society, but the newly-established industrial and accident branch gave evidence of extraordinary vitality. The new policies issued numbered 85,231, assuring £5,554,137, the totals including the business acquired as a result of the Society obtaining a controlling interest in the Standard Life Association. Death claims in the ordinary branch represented £155,118, and the sum of £75,789 was paid for endowments matured under 325 policies. In the industrial branch claims matured by death absorbed £1,869, and endowments of £1,567 were paid to former policy-holders in the Standard Life Association. The addition to the assurance fund in the ordinary branch was £107,565, and the rate of interest yielded was £4 5s. 8d. The report of the actuary discloses a surplus of £172,678 in funds over liabilities, out of which the directors

have decided to allot £64,858 for immediate absorption in providing reversionary bonuses to all participating policies at the rate of £1 5s. per cent. on the sum assured, £101,561 to be distributed among policies with deferred participation in profits, and to carry forward £6,258. The ordinary life-assurance business exceeded by a million and a half sterling the total value of policies issued for the previous year, while the industrial branch attracted business to the extent of two millions sterling, a noticeable feature in connection with this big increase in the Society's returns being the proportionate reduction in the ratio of working expenses. The present year has opened most auspiciously and bids fair to leave all previous records far in the rear, as the business recorded up to May 10 was £841,524 as against £448,355 for the same period in 1909. GEORGE HORNER JOHNSTON, J.P., Resident Secretary and Manager of the Industrial Department, is an Irishman by birth, but nearly all his life has been spent in New Zealand and Australia. At the completion of his education obtained at the High School, Auckland, he entered the service of the Equitable Life Assurance Society of America as a cadet, and in the course of time graduated through the various positions to cashier and accountant, finally receiving the appointment of Manager at Perth for that Society in 1890. He remained in charge of the Equitable affairs in the Western State until the Society ceased active operations in 1906, and subsequently became associated with several life offices in the succeeding years, during which time he gained an all-round knowledge probably excelled by few representatives in the great field of insurance. In 1910 he was appointed to the dual positions of Resident Secretary and Manager to the Colonial Mutual Life Assurance Society at Perth, which position he still continues to occupy.

The ROYAL INSURANCE COMPANY, Limited, 67 and 69, St. George's Terrace, Perth, is one of the leading fire and accident offices in the Empire. Business is transacted in a number of risks, including fire, life, marine, accident, employers' liability, burglary, and

fidelity, and the total value of policies issued each year is enormous. The head office for Australia is at Collins Street, Melbourne, and there are Branches in all the capital cities of the Commonwealth. The Western Australian Branch was established many years ago, and is very popular with the residents and business men of the State. An excellent feature in connection with the Company is the prompt manner in which claims are adjusted, the local Manager being empowered to deal with these matters without reference to the head office. GEORGE LEWIS EVES, Manager for Western Australia, was born at Brisbane, Queensland, in 1870, and is a son of the late Mr. G. T. Eves. He was educated at the Brisbane Gram-



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MR. GEORGE LEWIS EVES.

mar School and at other scholastic institutions. In 1886 he joined the staff of the Federal Bank, and here continued until 1896, when he transferred his services to the Imperial Insurance Company as chief clerk at Brisbane. Four years later he became chief clerk to the North British and Mercantile Insurance Company, with which office he continued until 1907, when he received the appointment of Manager of the North Queensland Branch of the Royal Insurance Company, Limited. In 1911 he was promoted to his present position, and in the early part of the year arrived in Western Australia to take over the duties attached to the managerial chair.

## The Stock Exchange.

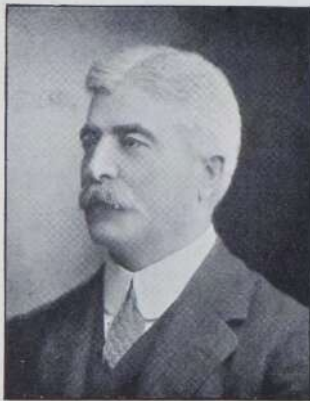
When the question of mining first began to attract the attention of the people of Western Australia, a semi-private association for the conduct of dealings in stocks and shares was established, but this gave place in 1889 to the Stock Exchange of Perth, a corporation of which Mr. (now Sir) Cornthwaite Hector Rason was president and Mr. Alexander Morrison secretary. This is the institution which exists at the present day, and which controls all stock and share transactions. During the exciting times of the gold boom an open exchange was established, but this was regarded by the members of the Stock Exchange itself much in the way that unregistered racecourses are regarded by the Western Australian Turf Club. It did not survive for any lengthy period.

The objects of the Stock Exchange are:—The conducting and carrying on of the business usually carried on by similar institutions, and more particularly to pro-

vide and facilitate all dealing in stocks and shares; and in all monetary transactions to adjust and enforce the settlement of all disputes and controversies between the members; to establish just and equitable principles in connection with all transactions taking place on the Exchange; to maintain uniformity in the rules, regulations, and usages of any trade or business, the subject matter of transaction on the Exchange, and of the trade or business of brokers and dealers in stocks and shares; and to promote the business of the Exchange and increase its amount and augment the facilities with which it may be conducted.

The governing body of the institution at present consists of the following:—President, Charles A. Saw; Vice-President, H. Hocking; Committee, W. H. Willis, Alfred J. Mellor, and W. Williams; Secretary, Arthur W. Glover.

SAW & GRIMWOOD, Jun. (C. A. Saw and Sam. E. Grimwood, jun.), stock- and share-brokers, auctioneers and land agents, etc., New Zealand Chambers, 105 St. George's Terrace, Perth. CHARLES AUGUSTUS SAW, J.P., President of the Stock Exchange of



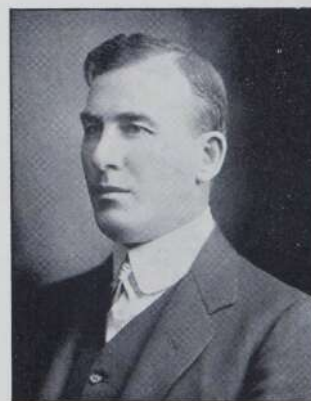
Bartletto, Perth.

MR. CHARLES AUGUSTUS SAW.

Perth, was born at the western metropolis on September 15, 1865, and is a son of the late Mr. Henry Saw, a merchant in the early days of the State. He received a sound

education at the Perth High School and subsequently joined the staff of the National Bank for the sake of gaining commercial experience. Three years later he resigned from the service, and attracted by the gold discoveries at Kimberley followed the rush thither in 1886. For a year he prospected on this field, but meeting with only moderate results at the end of that time returned to the capital. The Yilgarn goldfield was being opened up about this period, and, undaunted by the difficulties of transit which could be made only by means of drays and horses, Mr. Saw proceeded to Southern Cross, then newly discovered. Here his enterprise was rewarded by the acquirement of several promising claims; but in 1889 he returned to Perth and once more entered upon banking pursuits. In 1890 he received the appointment of manager of a branch of the Commercial Bank at Southern Cross, being the first official entrusted with the responsible duties of this position on the goldfields. While resident at this centre before the great Coolgardie discoveries were made Mr. Saw took every advantage of the opportunities offering for commercial enterprise, and in conjunction with others established the coach connection between Southern Cross and the eastern goldfields. This venture, in which Mr. Saw was the largest shareholder,

proved a huge financial success, and was carried on under the style of Cobb & Co., a firm which afterwards became famous. Upon the rise of the Coolgardie prosperity he several times visited this now noted centre and acquired large interests in the vicinity of the growing settlement.



Bartletto, Perth.

MR. SAM. GRIMWOOD.

In January, 1896, disposing of the various business claims that held him at Southern Cross, he established himself at Perth, engaging in stock- and share-broking and the con-

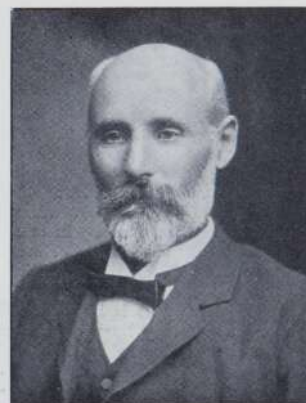
duct of mining agencies, etc., his connection with large mining interests enabling him very efficiently to transact business on behalf of leading firms and citizens of Perth and the Eastern States. In 1910 he entered into partnership with Mr. S. E. B. Grimwood, jun., since when the firm has been carried on under the above title at New Zealand Chambers, St. George's Terrace, Perth. At the request of the ratepayers Mr. Saw became a candidate for a seat in the City Council, and was returned as representative for South Ward in May, 1897. Mr. Saw has been a member of the Western Australian Turf Club Committee for nine years and is at present Acting Vice-Chairman. He is of genial disposition, and by his business probity and upright principles has won the respect and esteem of his fellow-citizens in the "City of the Golden West."

**SAMUEL EDWARD BYRNE GRIMWOOD**, member of the Stock Exchange of Perth, is a son of Mr. Samuel Thomas Grimwood, of Perth, his birthplace being Melbourne, Victoria, where he first saw the light on September 21, 1875. He was educated at the Scotch College, Melbourne, and in 1897 came to Western Australia, where he became engaged in accountancy work. For six years he occupied the position of local Secretary to the firm of Daniel White & Company, Limited, carriage builders and importers, and subsequently joined the senior staff of Ford, Rhodes, Ford, & Co., chartered accountants, of England, with whom he continued for four years. He was Secretary and Business Manager of the Emu Brewery for some time, and in 1910 resigned this appointment to join Mr. Saw in partnership, his special department being the general land agency and auctioneering business carried on by the firm. Mr. Grimwood has always been prominent in athletic and sporting circles, and since coming to Western Australia has also taken a deep interest in military affairs, now holding a commission of Lieutenant in the 18th Australian Light Horse Regiment. When at college he was captain of the Cadet Corps, and had a seat in the winning boat when the College was head of the river, besides being a member of all the athletic clubs formed in connection with the College. In 1892, when this institution was champion school of Victoria, holding an unbeaten record in all branches of sport

for the year, he was included in every team competing in the various events. He is popularly known in racing circles and for eight years acted as judge to the Western Australian Turf Club, the Canning Park Turf Club, the Helena Vale Race Club, the Belmont Park Race Club, Tattersall's Club, and the Fremantle Hunt Club, resigning these offices in September, 1911, to take up the duties of Stipendiary Steward to the W.A.T.C. He filled the position of judge with perfect satisfaction to the large section of the community which follows the "sport of kings" and retained the full confidence of the public during the years that he occupied the box. For several years past he has acted as honorary judge and starter in connection with the sports of the four public secondary schools of the State, and in this capacity has rendered utmost satisfaction to all associated with the promotion of these important contests. He has a large circle of acquaintances and his popularity is widespread. Mr. Grimwood is a member of the Perth and Tattersall's Clubs. He was married in the year 1907 to Mabel, youngest daughter of Mr. George Pilly, of St. Kilda, Victoria, an old and esteemed resident of the sister State, where he has resided for a great number of years.

**HERBERT HOCKING, J.P.**, Vice-President of the Stock Exchange of Perth, is a native of South Australia, having been born at Adelaide on March 19, 1850. He is a son of the late Mr. Nicholas Hocking of the same city, and received his education at the Grammar School, Nairne, in the Mount Lofty Ranges. His schooldays ended he engaged in station work, and his experiences during the ensuing years were of a highly-adventurous nature. He was a cattle-drover and station-hand in turn, and in the country round about Mount Gambier, where lived Lindsay Gordon, the Australian poet, he spent considerable time in taming the unbroken steed. Seeking a change in the daily routine Mr. Hocking proceeded to Adelaide and was engaged in business, which he carried on for nearly ten years, at the end of that time proceeding to Port Wakefield, some 75 miles north of the capital, where he entered into farming pursuits, with which he combined the

office of auctioneer, etc. In 1896 he left the Central State for Western Australia, and soon after his arrival in Perth commenced in business as a land and commission agent and importer at the same time becoming representative for *The Kalgoorlie Miner*, in which capacity he still continues to act. Mr. Hocking became a member of the Stock Exchange of Perth in 1898, and has since taken an active part in its affairs. He is a member of the Committee, and has filled the presidential chair on two occasions, being at present Vice-President of the institution. He has always evinced a keen interest in public affairs and was Chairman of the Wanneroo Roads Board for the first eight years of its existence. He has at heart the welfare of the Congregational Church, and in connection with that body holds office



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MR. HERBERT HOCKING.

as senior deacon of the Trinity Church. Besides this he acts as Treasurer to the Congregational Union and Home Missions of Western Australia. He is a member of the Masonic fraternity and of the Perth Club. In his youth he was devoted to athletic sports of all kinds and was an amateur rider of some note, as well as a strong supporter of cycling when that sport held a prominent place in the public fancy. Mr. Hocking was for four years on the Caves Board, always taking a keen interest in that work, and for several years was on the Board of Management of the Perth Public Hospital. At present he holds the position of Hon. Secretary to the



Victoria Institute and Industrial School for the Blind, having served on the Committee for ten years. Mr. Hocking, who was gazetted a Justice of the Peace in 1903, married Eliza Smillie, daughter of the late Mr. Joseph Ryder, of Nairne, South Australia, and has a surviving family of three sons and five daughters.

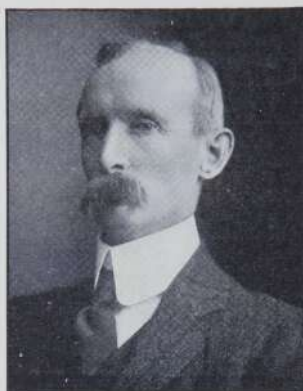
**ARTHUR WILLIAM GLOVER**, J.P., Hon. Secretary of the Stock Exchange of Perth, was born at Penge, County Kent, England, on January 1, 1863. He is a son of the late Mr. William Brooks Glover, of London, and was educated by private tuition in that city. Subsequently he served a seven-years' apprenticeship to the building and contracting trade with the firm of Messrs. George Trollope & Sons, upon the completion of which in 1885 he left London for Western Australia. After spending three years as a Government draughtsman he joined the commercial branch of *The West Australian* newspaper, and in 1890 started on his own account in Perth as a stock- and share-broker. He is the only foundation member of the Perth Stock Exchange now in Western Australia, and is a well-known identity in mining and financial circles. A Director of the Canning Park Turf Club and the Aachen and Munich Fire Insurance Company, he is also Chairman of the Bunbury Brewing Company, and holds a commission of Justice of the Peace.

**SYDNEY JAMES YEO**, of the firm of Yeo & Cooke, stock- and share-brokers, Emanuel's Buildings, Perth, is a son of the late Mr. John Yeo, of Stonehouse, Gloucestershire, England, where the subject of this memoir was born on October 23, 1862. He received his education at a private school in his native town, and upon the conclusion of his scholastic career was apprenticed to the grocery business for three years. At the end of this period he came to Australia, and landing at Sydney followed the same calling in that city for a time. Two years after his arrival he relinquished his connection with commercial life in the city and took a position as store-keeper on the "Willandra Station," on the Lachlan River, in New South Wales, which he retained for about

five years. In 1894, attracted by the Coolgardie gold discoveries, the reports concerning which were spreading all over the world, Mr. Yeo came to Western Australia. Proceeding to the goldfields he started operations in dry-blowing, but not meeting with much success in the first instance he decided to go to Hannan's (now Kalgoorlie), and in conjunc-

Australian Club, and of the Kalgoorlie Racing Club. In 1897 he married Eliza, daughter of the late Mr. John J. Donnelly, of England, and has two sons and a daughter.

**ALFRED JAMES MELLOR**, stock- and share-broker, of the Stock Exchange, Perth, is a son of Mr. C. J. Mellor, of the Bank of Adelaide, and was born at Gawler, South Australia on March 14, 1874. After attending various schools he concluded his scholastic career at Prince Alfred College, and being desirous of obtaining some station experience journeyed to "Warrakimbo," in the Far North of the State, where he remained for somewhat less than two years. Returning to Adelaide he joined the Civil Service in the Taxation Department, and continued his connection with this office until 1896, when he was attracted by the prospects offering in the rising State of Western Australia. Mr. Mellor arrived at Perth in January of that year, and proceeding to Coolgardie commenced manual work on the mines. He worked on the Golden



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MR. SYDNEY JAMES YEO.

tion with Messrs. Home and Mackay pegged out the claim which is now known as the South Kalgoorlie, a mine which proved a magnificent proposition, and has continued to yield good results ever since its first development. After working the property for some years the proprietors sold it to the present Company, and Mr. Yeo entered upon business pursuits as representative for Messrs. Clark & Robinson, share-brokers, of Adelaide and London. Four years later he opened in Kalgoorlie on his own account and met with great success in the conduct of his operations, in 1902 forming a branch business at Perth in partnership with and under the management of Mr. Cooke, and which connection has existed ever since. In 1911 he ceded his goldfields business to Mr. C. W. Cameron, for several years his chief clerk and assistant at Kalgoorlie, and took up his residence at Perth, having reaped a fair reward for his years of strenuous mercantile activity, which precluded participation in the various attractive pursuits open to men of greater leisure. He is a member of the Stock Exchange and the Weld, Kalgoorlie, and Hannan's Clubs, of the Western



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MR. ALFRED JAMES MELLOR.

Leases for some time, and having gained a good practical knowledge of the mining industry within two years joined the clerical staff of the Central Exploration Corporation under the late Mr. Julius Judell. This post he resigned in order to enter the business of Messrs. Heinemann & Co., stock- and share-brokers, of Kalgoorlie, eventually transferring his services to the firm of Messrs. T. F. Brimage and Co., for whom he acted as Manager

on the goldfields. In 1902 he was placed in charge of the Perth branch of the latter firm, and during the following year joined the Stock Exchange and established himself in business on his own account. Mr. Mellor is a great lover of horses and enjoys all sports where this noble animal takes a prominent part. He is one of the leading members of the Western Australian Hunt Club and takes an active part in its management.

**ALBERT GEORGE BIRD,** stock-, share-, and investment-broker, 12, New Zealand Chambers, St. George's Terrace, Perth, member of the Stock Exchange of Perth, is a son of Mr. S. H. A. Bird, valuator, of Adelaide. He was born in the Queen City of the South on March 14, 1873, and received his scholastic training at St. Peter's College in his native place. At the close of his schooldays he joined the staff of the Savings Bank of South Australia and after about two years in this service relinquished it to take a clerical position in the Adelaide office of the Australian Mutual Provident Society. He steadily rose through the different grades of promotion in this employ and upon his retirement in 1896 was relieving manager at Mount Gambier. Upon his arrival on Western Australian shores in the latter year Mr. Bird proceeded direct to the goldfields, and in conjunction with his brother carried on flourishing stores and general agency business at Menzies and Leonora. During this period he became well known all over the north-eastern fields for his go-ahead commercial principles and strict attention to business, a reputation he still enjoys. In 1905 he came to Perth and established himself as a stock-,

share-, and investment-broker, and in his markedly successful career in this line has gained a wide and ever-increasing experience in the financial side of the mining industry. He has enjoyed the confidence of many leading men in the commercial world, and for many years represented the firm of Messrs. Theodore Bruce & Co., and after-

He is also a member of the Horticultural Society. In 1901 he married Olive, daughter of Mr. John Tasker, late of Adelaide, and has two sons and a daughter.

**HENRY ROSALES WALSH,** representative in Perth for the firm of M. H. Walsh, Kalgoorlie, is a son of the late Judge Walsh, of Melbourne, and was born at St. Kilda, in the vicinity of that city, on December 14, 1873. He pursued his scholastic studies at the well-known Wesley College, Melbourne, and at the close of his schooldays established his first interests in the mining industry by joining the firm of Messrs. John Taylor & Sons, the well-known London mining managers, in their Harrietville ventures. In 1897 he came to Western Australia and went right to the heart of things on the goldfields, spending three years as battery manager on the Menzies Consolidated Mine at Menzies. At the time of the rush to the alluvial field at Kanowna he was among the first to proceed to the scene of action, and took up claims, one of which proved a very fortunate venture. In 1902 he commenced assaying on the North Boulder and Block 45 Gold Mines, and continued there until two years later, when he joined his brother (Mr. M. H. Walsh) in the sharebroking business, and later successfully represented the firm in the Perth office, where he is now stationed. Mr. Walsh is a great lover of horses, and as an amateur rider is well known in racing circles, where he has carried off several prizes. He has been keen in the matter of athletic sports generally, and is a strong supporter of cricket and football and other manly exercises.



*Bartolto,*

*Perth.*

MR. ALBERT GEORGE BIRD.

wards Messrs. Wilkinson & Bruce, of Adelaide. Mr. Bird is an ardent philatelist, being the fortunate possessor of two valuable stamp collections. He is very fond of photography, and as an amateur takes great interest in the pastime, gardening also being one of his hobbies. He is a member of the Western Australian Club, of the Masonic fraternity, and of the Commercial Travellers' Club, and as a member of the Liberal League of Western Australia follows the course of politics with interest.



## Engineers, Architects, and Surveyors.

The Western Australian Institution of Engineers was established in 1909, and includes civil, mechanical, electrical, hydraulic, mining, or other professional engineers. Its objects are the advancement of engineering knowledge and practice and the maintenance of a high professional standard among its members, and the promotion of the professional interests of engineers and the improvement of their professional status. Among the means to be employed for this purpose are meetings for the presentation and discussion of appropriate papers and for social and professional intercourse; the publication of such papers and discussion as may be deemed expedient; the maintenance of a library; the collection of maps, drawings, and models, and the establishment of facilities for their use.

The membership list is divided into members, associate members, associates, honorary members, and students. Members must be professional engineers of at least five years' standing and have been engaged in responsible positions; associate members consist of engineers of five years' practice who may be elected into the class; associates are those not qualified as engineers, but who by virtue of their connection with science or the arts are qualified to confer with engineers; honorary members consist of distinguished persons not engaged in the profession of engineering in Western Australia; and students are those not under the age of eighteen who are qualifying for the profession.

The affairs of the institution are governed by a council, the President being Mr. E. E. Light, M.I.C.E. (who succeeded the Engineer-in-Chief in that position), and the Secretary Mr. W. B. Shaw. Though it has only been in existence for some two years, the institution has published several valuable papers upon engineering works in the State, and has done much to increase the influence of the profession generally.

The Western Australian Institute of Architects was founded in 1892, incorporated in 1902, and admitted to alliance with the Royal Institute in 1910. The objects for which the institute is established are:—The study and cultivation of the science and art of architecture; advancing, protecting, and elevating the practice of it in its several branches; and the cultivation of friendly intercourse between the members of the institute. The institute consists of life fellows, fellows, associates, and honorary fellows, and such other classes of members, either subscribing or non-subscribing, as may be established by the institute. Life fellows are architects who have been fellows not less than ten years, and who are

elected life fellows by the institute for eminent services rendered to the institute. Fellows are architects who have attained the age of thirty years and have served articles for at least three years to a recognized practitioner, or otherwise have satisfied the council as to their qualifications, and who have been engaged as principals for at least seven years in the practice of architecture, and have erected buildings of sufficient importance in the judgment of the council. Provided that the institute shall have power to declare that every person desiring to be admitted a fellow shall be required to have passed such examination or examinations as may be directed by the institute; but in special cases the council shall have power to dispense with such examination or examinations. Honorary fellows are gentlemen eminently distinguished by scientific, artistic, or literary attainments. Should an honorary fellow commence practice as an architect in Western Australia he ceases to be an honorary fellow. Associates are persons engaged in the study or practice of architecture who have attained the age of twenty-one years, and have served at least four years' articles to a recognized practitioner, and have passed such examination or examinations as may be directed by the institute, according to a standard fixed from time to time by the council. Associates of the Royal Institute of British Architects, or of any other incorporated association of architects which the council may from time to time recognize as upholding a sufficiently high standard of qualification, may be admitted to ballot without being required to pass an examination. An associate need not pass examination prior to election as a fellow. Examination may from time to time be held at such times and places within the State of Western Australia, or elsewhere, and in such a manner, as the council may from time to time determine.

The institute has power to grant such diplomas or certificates in connection with examinations or otherwise in such manner as the council of the institute may from time to time prescribe.

Professional practice as to charges and architectural competitions is regulated by a schedule based upon that of the Royal Institute of British Architects, but adapted to local conditions.

Mr. G. T. Poole was the principal founder of the institute and also the first President when it was incorporated, and is the only member who has been elected a life fellow of the institute. The other Presidents are Messrs. M. F. Cavanagh, J. T. Hobbs, and P. W. Harrison.

The Hon. Secretary and chief executive officer of the institute is Mr. William A. Nelson, who has occupied that office for a number of years, and by his efforts has raised the institute to a position of importance among the professional bodies of the States.

It is worthy of remark that the Western Australian Institute was the second Australian institute to be admitted to alliance with the Royal Institute of British Architects.

The qualifications necessary to enable a person to practise as a surveyor in the State was determined by the Surveyors' Licensing Board (of which the Surveyor-General is Chairman). Registration is granted either as the result of examination or on production of satisfactory evidence gained in some other State or country.

Following upon the establishment of the Institution of Civil Engineers, an Institution of Surveyors was founded in 1910. The Articles of Association set forth that "the institution is established for the purposes and with the objects expressed in the Memorandum of Association and all matters incidental thereto, and in furtherance thereof the council shall, subject to the resolutions of the institution in general meeting, direct attention from time to time to such of the matters therein mentioned, or incidental thereto, as may appear to them expedient. The council of the institution shall not consider or entertain any cause of complaint or grievance on the part of any surveyor who is not for the time being a member of the institution, and no such surveyor shall be directly entitled, through the aid or instrumentality of the institution, to any benefits or privileges contemplated thereby."

The institution consists (firstly) of all members and associates on the roll of the institution who signed the Memorandum of Association and the Articles; also (secondly) of all those persons named in the schedule to the Articles who shall, after the date of registration of the institution under the Associations Incorporation Act 1895, apply in writing, under their respective hands, to the council of the institution to be declared members or associates thereof, and who shall, by such writing, undertake to agree and abide by all the provisions of such Memorandum and Articles of Association, and to pay all moneys which under or by virtue of such Memorandum or Articles they shall be liable to pay, and who shall from time to time be declared by such council to be mem-

PERCY WILLIAM HARRISON, F.R.V.I.A. and F.W.A.I.A., President of the Institute of Architects of Western Australia, was born at London on June 19, 1864. At the age of fifteen he entered the office of the late Mr. Thomas Watts, F.R.I.B.A., to whom he was articled for five years. Upon the completion

of his indentures he was elevated to the post of chief draughtsman to the firm, and in 1893 he severed his connection with Mr. Watts in order to launch out in business for himself. Mr. Harrison came to Perth in 1895 and immediately after his arrival in the Western State entered upon the practice of his profession,

in which he continues to the present day. In 1885 Mr. Harrison was elected an Associate of the Royal Victorian Institute of Architects and fifteen years later Fellow of the same Society. He is a foundation member of the Western Australian Institute of Architects and has been a member of the Council since its

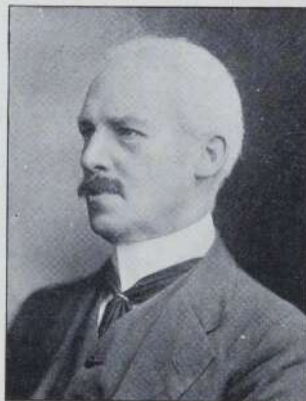
bers or associates of such institution; and (thirdly) of all such other duly-qualified surveyors as may from time to time be elected and entered on the register of members in accordance with these Articles, and all such other persons as may from time to time be elected honorary members, associates, and students, and shall, in writing, in such form as the council shall from time to time determine, have accepted such membership, and each person so accepting or who shall become a member, associate, or student as aforesaid (all which persons are hereinafter included in the term "members," unless otherwise expressed, or the context shall not admit thereof) shall receive a certificate of membership indicating the class to which he belongs. A member shall be a person who is entitled to practise as a surveyor in any of the States of the Commonwealth or in the Dominion of New Zealand, or who can produce a certificate of having passed examinations in either surveying or civil engineering, which, in the opinion of the council, is sufficient evidence that he thoroughly understands the theory and practice of surveying, provided that any person of eminence in any profession allied to that of surveying shall, with the consent of the council, be eligible for election as a member in the manner prescribed. An honorary member shall be of high scientific attainments, of eminence as a surveyor, or a member of the institution who, having retired from practice, is in the opinion of the council entitled to the special respect of the profession. An associate shall at the time of his election be at least twenty-one years of age, and shall satisfy the council that he has been employed in connection with surveying for a period of not less than five years, and shall produce a certificate from a member of the institution to the effect that he is competent to conduct surveys; or he shall satisfy the council that he has followed the profession of a civil engineer for a period of not less than five years, and that during a portion of that time he has held a responsible position on some engineering work. A student shall be a student of surveying.

The first President of the institution was the Honourable Sir Newton J. Moore, K.C.M.G., who was succeeded by the present occupant of the office, the Surveyor-General (Mr. Harry F. Johnston). Mr. W. B. Shaw is the Secretary. As in the case of the Institution of Engineers, the proceedings are published, and contain much information of interest to surveyors in their work throughout the State.

creation, and on three occasions has occupied the presidential chair, besides which he has acted as Hon. Secretary for two years and Hon. Treasurer for a term. He has held high honours in the Masonic world and at present is Senior Grand Warden, and Master of the Mundaring Lodge, No. 90, W.A.C.

**GEORGE TEMPLE POOLE**, J.P., A.R.I.B.A., Assoc.Inst.C.E., and F.W.A.I.A., is a son of the late Lieutenant-Colonel J. George Temple, of Wingfield, and Dame Louisa Poole, of Rocborne Manor, Hampshire, England, and was born on May 29, 1856. He was educated at Winchester College, and was commissioned to the Hants Militia School. Upon leaving he was articled to the late Mr. Christopher Crabb Creeke, subsequently studying under the late Mr. George Judge, F.R.I.B.A. Having completed the course of study he became associated with Sir James Lemon, Past President of the Institute of Civil Engineers, and continued with this gentleman for some considerable time, afterwards joining the staff of the late Mr. John Ashdown, who made his name in the designing and execution of harbour works in England. Having gained considerable and varied experience in the Old Country Mr. Poole turned his attention to the overseas dominions of Britain and in 1885 was appointed Superintendent of the Public Works Department of the Imperial Service in Western Australia. Three years later, upon the retirement of the Honourable J. Arthur Wright, Sir Napier Broome, K.C.M.G., then Governor of the State, promoted Mr. Poole to the position of Director of Public Works, which he occupied until the abolition of the office upon the introduction of responsible government in 1890. Under the new Government he was given the appointment of Colonial Architect and Superintendent of Public Works, and upon the reorganization of the department accepted the post of Assistant Engineer-in-Chief, from which he retired on a pension in 1897. He afterwards directed his energies to the promotion of a company for an all-British cable service, which project, however, fell through, greater success attending his scheme for the establishment of the Perth Tramways at a later date. A couple of years were spent by Mr.

Poole in Europe, and upon his return he began private practice as an architect and engineer in Perth, and has added various works to the long list of important public buildings erected under his supervision while in the Government Service. Among these latter may be mentioned the Perth Government Offices, including the General Post Office, the Colonial Hospital, Perth Observatory, Perth Branch of the Royal Mint, the Victorian Public Library and Museum, Lighthouses at Cape Leuwin and Rottnest, and numerous others. The gentleman under review was appointed Justice of the Peace for the whole State in 1889. He is a Past President and now Vice-President of the Institute of Archi-



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MR. GEORGE TEMPLE POOLE.

teets. He gives much time and thought to matters political and has had a prominent share in the organization of the Liberal League in this State, while a favourite hobby is to further the interests of the Society of Arts in Western Australia, this body having commanded his services as President in the past. He married Beatrice, daughter of the late Captain John Banger, R.N., of Havant, Hampshire, England.

**HOBBS, SMITH, & FORBES**, architects, Weld Chambers, St. George's Terrace, Perth. (J. J. Talbot Hobbs, and W. J. Waldie Forbes.) In the remarkable progress made by the City of Perth since the eighties the firm under re-

view has played an important and leading part. Mr. Talbot Hobbs commenced the practice of his profession in Perth as far back as 1887, and much of the fine architecture which to-day graces the leading thoroughfares of the western metropolis was designed by him. He continued on his own behalf until the year 1904, when he admitted into partnership Mr. Dean Smith, since deceased, and Mr. Waldie Forbes, and the reconstructed firm adopted the present designation, under which it has come prominently before the public notice. With the fresh personnel the firm has lost nothing of its ancient vigour, but rather continues each year to add to the prestige so worthily gained by its founder. During the past decade many prominent structures have been erected in the metropolitan area, the designs of which reflect great credit on the creative faculty of the firm and go to enhance the architectural features of the capital. Among these are the Temperance and General Chambers on St. George's Terrace; Messrs. Sargood Brothers' warehouse; the Masonic Temple, Hay Street; Dalgety's Buildings, Fremantle; Messrs. Boan Brothers' emporium in Wellington Street; and Sandover's fine frontage in Hay Street, Perth. Surrey Chambers, Furnival Chambers, New Zealand Chambers, the warehouses of Messrs. Harris, Scarfe, & Co., and Messrs. Falk & Co., the Bon Marché Stores, and Messrs. Charles Moore and Co.'s premises are also the work of this well-known firm. Many private residences also have been designed and erected by the firm which for comfort and convenience compare favourably with similar architecture in the Eastern States. **W. J. WALDIE FORBES**, F.A.W.A.I.A., is a son of the late Mr. Walter Scott Forbes, of Banff, Scotland, an officer in the Imperial Army, and was born at Kinsale, County Cork, Ireland. He was taken at an early age to India and afterwards to New Zealand, and pursued his scholastic studies in various places, attending schools in New Zealand, Brisbane, and Melbourne, where he finished his education at St. James' Grammar School. At the age of fifteen he entered the office of Mr. Walter Scott Law, an architect of Melbourne, with whom he remained for eight and a half years. At the end of that period he went to Sydney and became connected

with Mr. Edward E. Raht, who was then engaged as chief architect and building administrator in the erection of the great Equitable Buildings in Sydney and Melbourne. Mr. Forbes spent three years in the carrying out of these and other works of large dimensions, and upon



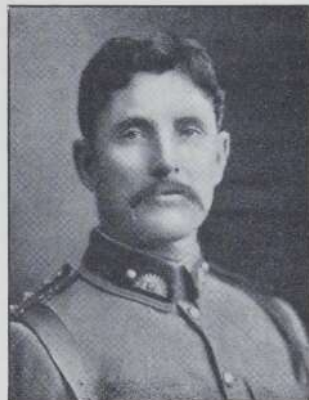
*Bartletto, Perth.*  
MR. W. J. WALDIE FORBES.

the completion of the important contracts referred to the office staff was disbanded and Mr. Raht returned to America. Arriving in Western Australia, the gentleman under review shortly afterwards entered the office of Messrs. Wilkinson & Smith, and later, after the dissolution of that firm, accepted the position of manager and chief draughtsman with the late Dean Smith, who afterwards amalgamated his practice with that of the present firm. He continued to fill this post until the partnership referred to was formed in 1905, when he was admitted as one of the principals of the new firm, and has continued to practise in this connection ever since. He is a member and Past Master of the Masonic craft, and at the present time holds the office of Grand Superintendent of Works in the Grand Lodge of Western Australia. He is a member of several social and sporting clubs, among the former being the Freemasons' Club and "The Perth," and the latter the Fremantle Golf and the Freshwater Bay Yacht Clubs. He seeks outdoor recreation mostly on the golf links and finds indoor pastime in billiards, of which he is a skilful exponent. In 1903 Mr. Forbes married Clara, eldest daughter of the late Mr. David

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Strickland, of Perth, a descendant of a very old English family. He has a son and four daughters.

EDWIN SUMMERHAYES, F.R.I.B.A., F.W.A.I.A., is a son of Mr. George Summerhayes, of London, and was born at the world's metropolis on March 6, 1868. He was educated at Christ College, London, and at sixteen years of age accompanied his parents to Australia. After landing at Melbourne he returned to Adelaide and was articled to the late Mr. James Hill, F.S.A.I.A., completing his studies in the profession of architecture under the Honourable William Pitt, of Melbourne, with whom he remained for about five years. In 1894 he came to Western Australia, and proceeding straight to Coolgar-



*Bartletto, Perth.*  
MR. EDWIN SUMMERHAYES.

die established himself in business as an architect in that town. When Coolgardie began to decline Mr. Summerhayes removed to Perth and began practice in the capital, where he has continued ever since. His first work of importance was the fine building of Forrest Chambers, which he designed and erected for the Right Honourable Sir John Forrest, G.C.M.G., and was also responsible for the plans and erection of "The Bungalow," a private residence for the same gentleman. In the country towns and districts he has a very large connection, much public and private work being placed to his credit. He has designed and erected numerous public buildings for Roads Boards, Municipal Councils, and

other bodies at Katanning, Wagin, Coolgardie, and Kalgoorlie, and comfortable homesteads and villas for which he was architect abound in all parts of Western Australia. Mr. Summerhayes in 1907 was elected a Fellow of the Royal Institute of British Architects. He is attached to the 11th Australian Infantry Regiment, having been gazetted Lieutenant in 1905, and major in 1911. Keenly interested in municipal affairs, for a time he filled the office of councillor at Claremont, near Perth, and is Hon. Treasurer of the Claremont and Cottesloe Branch of the Australian Liberal League. He is a Past Grand Lodge Officer in the Masonic fraternity, and at the present time is a member of the Military Lodge. He married Florence, daughter of Mr. Thomas Camm, of Royal Park, Melbourne, and has a son and a daughter.

CAVANAGH & CAVANAGH, architects and sworn valuers, Commercial Bank Chambers, corner of St. George's Terrace and Barrack Street, Perth [M. F. Cavanagh, F.R.I.B.A. (Lond.) and F.R.Hist.S. (Lond.), and J. C. Cavanagh, F.W.A.I.A.]. Twenty years ago Perth had but little in the way of imposing architecture to support her claim to rank as one of the capital cities of Australia, but the intervening years have brought about a wonderful metamorphosis, and to-day she worthily upholds the distinction of being one of the first half-dozen cities of the Commonwealth. To the Messrs. Cavanagh must be given a large share of the credit due for this transformation, as the plans and designs of many of the striking buildings now adorning the thoroughfares of the Western metropolis were conceived and executed by them. The work by the firm has been of a most varied character, and examples of it are to be found in almost every centre of importance in the State. Numerous business premises, private houses, and modern homes have been designed and erected by the firm which, in addition, has designed and superintended the erection of a large number of convents, churches, and educational buildings in connection with the diocesan work of the Roman Catholic Church. Worthy of mention among these is the Church of the Oblate Fathers at Fremantle (a handsome example of Gothic decorated architecture, which when finished will be crowned by an imposing steeple),

the Hospital at Subiaco for the nursing sisterhood of St. John, the Convent Boarding School on Cathedral Hill, the Convent at Bunbury, the Christian Brothers' College on St. George's Terrace (the eastern wing of which was only added early in 1912), the large three-storied



MR. JOHN CAVANAGH.

orphanages on Monger's Lake and on the Canning River, the Redemptorist Monastery and Church at North Perth, the Bishop's Palace (Perth), and churches at Northam, Coolgardie, and Kalgoorlie. The Fire Brigade Stations at Perth and Fremantle, and Baird's Arcade, Hay Street, Perth, were also designed by the Messrs. Cavanagh. The business premises include Brennan's, Hay Street; Foy & Gibson's Hay Street frontage; warehouses for A. M. Bickford & Sons; Commercial Union Assurance Buildings, St. George's Terrace; extensions of the Commercial Bank, St. George's Terrace; and a number of banking premises and country residences throughout the State. The firm also designed the plans of the Hotel Esplanade, Perth, of which an excellent view is to be had from the river, the P. & O. Hotel, the Orient Hotel, the Newcastle Club Hotel at Fremantle, and a number of other hostleries in different parts of Western Australia. The work turned out by the firm has been of a most complex nature, but the intimate knowledge of every branch of the profession possessed by the principals has enabled them to cope with the heavy demands upon their creative faculties, which have been stimulated to

higher flights by the continued confidence of the firm's extensive clientele. MICHAEL FRANCIS CAVANAGH, the principal, was born in the picturesque district surrounding the town of Beechworth, in the north-east of Victoria, in August, 1860. He is the second son of the late Mr. John Cavanagh, of Tipperary, Ireland, who left his native land in 1854 and came to Victoria, in which State he first turned his attention to mining, which was then in the heyday of its vigour, following the rushes to the various newly-discovered fields and delving after the yellow metal with a fair modicum of success. After some years of this strenuous life he decided to return to his original business as a builder and general contractor, and so settling near the town of Beechworth, and afterwards in Melbourne, soon established thriving and prosperous connections. He continued in Victoria until 1881, in which year he removed his business to South Australia, where he was similarly engaged for several years. Later he joined the Government Architect's Department as supervisor of public buildings, and during the occupancy of this post, which he held up to the time of his decease in 1894, he superintended the plans and construction of a great number of important public buildings. Mr. M. F. Cavanagh's elementary education was obtained in the vicinity of his birthplace, after which he attended at a private academy conducted by Monsieur A. Longue, a gentleman of considerable scholastic attainments. His educational studies at an end, it was decided that he should adopt the profession of architecture as his life work, and as a preliminary step towards the realization of this ambition he entered the local School of Arts and gained practical experience of the various branches of building on the works conducted by his father. While still in his teens he entered the South Australian Civil Service in the Architect-in-Chief's Department, and during the next few years made rapid headway in the various branches of architecture, and displayed such aptitude as to give every promise of a future career of great brilliance. He now resigned his post in the Government Service in order to pursue his studies in London, and subsequent to his arrival there he entered the office of Mr. John Slater, F.R.I.B.A., of Bedford Row, a leading man in architectural circles in the Old World. He also entered as a

student in the Atelier, conducted by Messrs. Millard & Bagallay, both of whom are gold medallists of the British Academy and men of considerable distinction in the profession, where he made a special study of design in its manifold branches. His insatiable appetite for study was further gratified by a course of lectures at the Royal Academy, and he also became a student at the South Kensington School of Arts, where he "crammed" the lengthy list of subjects preparatory to undergoing the severe tests conducted by the Royal British Institute. In due course he sat for the examination, and was rewarded with the diploma entitling him to Associateship in the Royal British Institute, for which he had travelled so far and studied so assiduously. For the ensuing six months he found work as temporary hand in various offices, gaining general practice (known in the profession as "inkslinging") in planning and designing all classes of work. During this time he had conferred upon him the honour of Fellowship in the Royal Historical Society of London for his studies in ancient and modern architecture and art. Mr. Cavanagh



Bartletto,

Perth.

MR. MICHAEL FRANCIS CAVANAGH.

next returned to his adopted State, and re-entered the Government Architect's Department as general draughtsman, but he was soon elevated to the post of Chief Draughtsman, which he continued to hold until the year 1891, when he resigned, having decided to enter into private practice on his own behalf. While filling the last-mentioned posi-

tion, he was responsible for the pavilion hospitals, operating theatre, and accident ward of the Adelaide Hospital, and for a number of model schools based on the design then in vogue with the London County Council, but adapted to local conditions. In private practice Mr. Cavanagh soon established a flourishing connection in Adelaide and in the northern centres of the Central State, his work embracing designs of many important buildings of public and private nature, besides which he was responsible for the plans of many convents and church edifices. He carried out the duties of corresponding secretary to the R.I. of B.A., and was secretary of the South Australian Institute of Architects, which offices he resigned upon his departure from the State. Mr. Cavanagh also held a seat on the Board of Governors of the Public Library, Museum, and Art Gallery, and was an indefatigable worker in the interests of the local Society of Arts, being a constant exhibitor at the annual exhibitions held by the Society. Before the Australasian Association for the Advancement of Science, the Institute of Architects, and the Society of Arts, he delivered a series of lectures, which afterwards were published in pamphlet form. In matters of public moment he also took a leading part, and as representative for Macdonnell Ward in the Adelaide City Council and President for two terms of the Australian Natives' Association, his name was closely identified with those of the leading men of the day. He took a live interest in politics, and was strongly urged to contest the seat for North Adelaide rendered vacant by the death of the Hon. G. C. Hawker, but about this time he was considering the advisability of settling in Western Australia, and was compelled to refuse the proffered honour, Mr. P. McM. Glynn being chosen in his stead. He was also a member of the Adelaide Rowing Club, and held a seat in the champion fours and pairs, taking part in many events on the Torrens River. Mr. Cavanagh first came to Western Australia in 1895, with the object of establishing his brother in a branch office at Perth, but the tremendous rush of work which assailed them on all hands during the first twelve months led to his decision permanently to take up his residence in the Western State, and so we find him at this stage abandoning a public career of great promise in order to devote his energies to the urgent re-

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quirements of a rapidly-expanding practice. In the midst of this press of work he managed, with other leading architects, to find time in which to resuscitate the Western Australian Institute of Architects, and with characteristic vigour he soon infused new life into the Institute which had long remained in a moribund state. He filled the presidential chair for two consecutive terms, and for years continued actively to promote the interests of the Society. In 1898 Mr. Cavanagh was made a Fellow of the Royal Institute of British Architects. Always taking an interest in developing and beautifying he was asked to join the City Council, and for a number of years he represented West Ward. He was Chairman of the Public Works Committee, and a



Bartolotto, Perth.  
MR. JAMES CHARLES CAVANAGH.

strong advocate of municipalization of lighting, tramways, and other metropolitan services. He contributed a series of leading and exhaustive articles advocating that the services of the city which were necessarily monopolies should rest in the hands of the people, and these were published simultaneously in *The West Australian* and the now defunct *Morning Herald*, at the moment attracting a great deal of attention. He was also a member of the Perth Fire Brigade Board and of the Perth Hospital Board. Politics also claimed his attention, and at the first Federal elections he was chosen by the National, Liberal, and Protectionists' Associations to contest the Perth seat in the House of Representatives, but failed to secure a majority, his opponent being Mr.

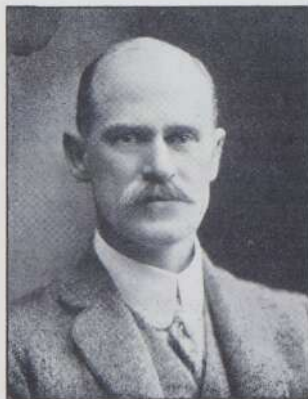
J. M. Fowler, the nominee of the Labour Party. On another occasion he was nominated for the Senate in the Commonwealth Parliament, but with no better success. Mr. Cavanagh advocated a progressive policy, which included Old-Age Pensions, a Trans-Australian Railway linking Western Australia with the Eastern States, the Nationalization of the Federal Area, etc.; but of recent years he has entirely withdrawn from active participation in the politics of the day. Outside his profession he is interested in pastoral pursuits, and at Kojonup has several thousands of acres of land, which are devoted to sheep-raising, the flock being of the merino strain, founded with rams brought from the Bungee Estate in South Australia. For recreation purposes he turns to hunting, and he is frequently to be seen at the meets of the Perth Hunt Club. He is one of the founders and an Ex-President of the King's Park Bowling Club, and in 1900 was the winner of the Sargood Cup and Gold Medal. He married in 1897 Dorothy, daughter of Judge Francis LePoer Trench, of Ballarat, and has two sons and a daughter.

JAMES CHARLES CAVANAGH, F.W.A.I.A., the youngest son of the late John Cavanagh, was born at Melbourne in 1874. Educated at the Christian Brothers' College, Adelaide, he first held a minor appointment in the Adelaide School of Arts and Design, at the age of sixteen becoming articled to his brother, Mr. M. F. Cavanagh. He entered as a student at the R.B.I.A. in 1891, and at the South Kensington Academy, and was successful in passing many examinations in architectural subjects. Having finished his articles, Mr. J. C. Cavanagh continued in his brother's office for several years as general draughtsman, and later as principal draughtsman, afterwards spending twelve months on a visit to the capitals of the Eastern States in search of practical experience. He came to Perth in 1900, and shortly afterwards was admitted into partnership with Mr. M. F. Cavanagh, the arrangement continuing until 1905, when a dissolution was effected, and Mr. J. C. Cavanagh left for England to continue his studies under Professor Tite and other eminent instructors. He next proceeded to the Continent on a sketching tour, spending several months in the French



Provinces, and after an absence of two years returned to Western Australia, when the former partnership was renewed and has since continued. Since his arrival in the State he has been a member of the Western Australian Institute of Architects, and for several years acted as Hon. Secretary to that body, and is now on the Council. He wields a very skilful brush, and some of his water-colour sketches are beautiful conceptions, giving every evidence of the true artistic touch. He has been President of the Old Boys' Association in connection with the Christian Brothers' College for several years, and is a member of long standing in the Amateur Sports Club. His interest in outdoor sport is keen, and he played lacrosse with the first team formed in the State, but nowadays he takes his recreation on the golf links.

OLDHAM & COX, architects and building surveyors, Howard Street, Perth. (C. L. Oldham, A.R.I.V.A., and A. E. Cox, F.S.A.I.A.). This well-known firm, established in Perth in 1905, has witnessed a steady growth in popular favour ever since its inception, and which shows no signs of decreasing with the greater demand for combined beauty and convenience which is one of the



Bartletto, Perth.  
MR. CHARLES LANCELOT OLDHAM.

marked characteristics of the present era, while for stability and dignity the designs executed by this firm are second to none in Western Australia. Prominent among the public buildings for which Messrs. Oldham and

Cox are responsible are the Emanuel Buildings, erected at a cost of £30,000, the great warehouses of Messrs. G. Wood, Son, & Co., Messrs. G. & R. Wills & Co., Messrs. George Wills & Co., Messrs. Dobbie & Co., Copley's Buildings, Wellington Buildings, the Commercial Travellers' Club, and the whole eastern side of Howard Street, besides a large and ever-increasing number of the most important homesteads, hotels, and villa residences in the area surrounding the metropolis. Worthy of special mention is the Geraldton Town Hall, where Messrs. Oldham and Cox designed and carried out a suspended gallery which gives full floor-space when the gallery is not in use. The firm was also the first to introduce into Perth buildings the large steel-girders of 50 ft. span over shop-fronts, doing away with the older methods of pillars, which had been found cumbersome and in the way of future adjustments or improvements. CHARLES LANCELOT OLDHAM is a son of the late Mr. James Oldham, of Ballarat, Victoria, where he was born on September 22, 1865. He was a student at Ballarat College and subsequently served articles to the firm of Messrs. Tappin & Gilbert, architects, of Sydney, Melbourne, and Ballarat. Having completed his indentures he was sent to Sydney to represent his firm in that city and remained for about three years. Among his earliest works was the supervision of the erection of the famous Riverview College, the Roman Catholic Church in Lewisham, and extensive school buildings, at one time the work entrusted to his hands totalling a cost of £100,000. Mr. Oldham was then offered a position in the Railways Department of the Victorian Government, and designed for it the Maryborough Railway Station, subsequently being given charge of the plans of the extensive and up-to-date Lunatic Asylum at Sunbury, for the Public Works Department. Upon the completion of these and other large public works he began practice on his own account in Melbourne, giving his attention chiefly to designs for private residences, and in 1890 became a partner in the firm of Messrs. Kempson & Connolly. He represented this firm in Ballarat for several years, and when the great land boom burst he retired from the connection, and following up the Steiglitz mining boom practically built that town during the two years

it lasted. He was then associated with Mr. G. W. Clegg in private practice, mostly in designing homesteads and woolsheds in the neighbourhood of Ballarat and in the Western district of Victoria. In 1896, with Mr. J. Herbert Eales, he commenced



Bartletto, Perth.  
MR. ALFRED EDWARD COX.

professional practice in Fremantle, Western Australia, and during the six years that this partnership continued the firm was responsible for the designs of the Fremantle Markets, Detmold's establishment, and many other well-known buildings. In 1901 Mr. Oldham started on his own behalf in Perth and Fremantle, and entered into partnership with Mr. A. E. Cox in 1905, since when the firm has carried on under the above title. He is a prominent member of the Perth, Fremantle, and Cottesloe Golf Clubs, finding in the pursuit of this time-honoured pastime a thoroughly congenial recreation. He is also a member of the Weld and other prominent Clubs. In November, 1901, Mr. Oldham married the second daughter of Captain Russell, R.N., late harbour-master, Fremantle, and has two sons and two daughters. ALFRED EDWARD COX was born in Adelaide on May 21, 1869, being a son of the late Mr. Richard Baxter Cox, of that city. He was educated at Whinham and St. Peter's Colleges and, at the close of his scholastic career, when about eighteen years of age, entered upon commercial pursuits in the office of Elder, Smith and Co., Limited, in the Broken Hill branch of their business. After serving about two years on the clerical

staff of this firm he resigned and went for an extended tour over the States of Queensland and New South Wales. Upon his return to Adelaide in 1888 he became articled to the firm of Messrs. Evans & Evans, architects and licensed surveyors, and during the term of four years with the firm he competed against allcomers for the designing of labourers' cottages and English farm at the Adelaide Exhibition of 1889, winning both prizes and also being awarded special mention for mechanical invention at the same Exhibition. At the end of 1889 he qualified as a member of the South Australian Society of Arts, and in 1890 was admitted as an Associate of the South Australian Institute of Architects, and five years later a Fellow of that Institute. In the early part of 1893 he left for Western Australia, and landing at Geraldton he proceeded on foot to the Murchison goldfields, where he joined in the search for the precious metal and at the same time practised mining surveying. He soon obtained a footing in his profession and established himself at Cue, the whole of which town he practically designed and built, and erected several of the public buildings on the fields and at Geraldton. About this period he received the appointment under Government of resident architect of all areas north of Perth, with head office at Cue and a branch at Geraldton, and continued in the Civil Service until he joined Mr. Oldham in practice at Perth in 1905. Mr. Cox is a member of the Masonic fraternity, in connection with which he was lodge organist for many years. In the past he participated in most athletic games, including cricket, football, and rowing, but more recently has devoted his attention chiefly to the game of bowls, and was a member of the first interstate bowling team to represent Western Australia in the Central State. In 1897 he married Halle, daughter of the late Mr. John Siviour, of Manoora, South Australia, and has three sons and two daughters.

WRIGHT, POWELL, & CAMERON, architects, 39, St. George's Terrace, Perth. (J. W. Wright, F.W.A.I.A., M.R.S.I.C.E., M.W.A.I.E.; T. W. L. Powell, A.W.A.I.A.; A. D. Cameron, A.W.A.I.A.). JAMES WILLIAM WRIGHT is a son of the late Mr. James William Wright, of Chiswick, Middlesex,

England, where he was born on October 9, 1854. He was educated at King's College, London, and at the close of his schooldays was articled to the firm of Messrs. Barnett & Gale, engineers, completing his indentures with Mr. F. C. Stileman, St. George's Street, Westminster. In 1876 he came to South



Bartletto, Perth.  
MR. JAMES WILLIAM WRIGHT.

Australia as assistant in the Engineer-in-Chief's Department of the Government Service, and less than two years later began practice on his own account as engineer and contractor. He was employed by the Government in various large contracts, including the first and second sections of the Adelaide sewers, the Nairne railway bridges, and undertook the erection of twenty-one public school buildings within a 250-mile radius of the capital. In 1880 Mr. Wright returned to England and spent a portion of his time there and upon the Continent, sailing in 1881 for Western Australia, where he accepted the contract for the second section of the railway from Guildford to Chidlow's Well. Upon the completion of that work, in the beginning of 1884, he opened up in business as an architect and engineer at Perth, and a few years later admitted into partnership Messrs. T. W. L. Powell and A. D. Cameron, with whom he has continued ever since. Among the many works placed to the credit of this well-known firm may be mentioned the stands and buildings on the Perth racecourse; the National Bank, Perth; the Union Bank, Town Hall, and Na-

tional Bank, Fremantle; the Gas Company and Electric Light Works; the Federal Hotel, West Perth; the Town Hall, York, and a host of other public and private buildings, while a speciality is made of sewerage and sanitary engineering work. Mr. Wright was one of the founders of the original Architects' Association, and is a foundation member of the present Institute. For fourteen years he held membership on the Central Board of Health. He takes keen interest in the progress of Freemasonry, in connection with which he has been instrumental in the founding of four lodges, and has received investiture with Grand Lodge and Royal Arch honours. He takes his needful recreation in a variety of ways, but derives greatest pleasure perhaps from driving and motoring. Mr. Wright married in 1884, Ada Phyllis Louisa, daughter of Mr. G. T. Light, Government Architect, South Australia, and has a son and a daughter. THOMAS WALTER LLOYD POWELL was born at Melbourne, Victoria, on November 18, 1864, being a son of the late Mr. Levi Powell, architect of that city. He received his early educational training at one of the State schools, and having concluded his studies at a private college at the age of sixteen entered the office of Mr. J. H. Fox, quantity surveyor, with whom



Bartletto, Perth.  
MR. THOMAS WALTER LLOYD POWELL.

he studied for two years preparatory to following the profession of his father. In 1882 he became articled to Mr. Powell, sen., who at that time carried on a large general practice in Melbourne, and after

the decease of his parent three years later the gentleman under review continued the business in connection with Mr. R. B. Whitaker. This connection lasted for about five years, at the end of which period Mr. Powell practised his profession on his own behalf, designing and erecting many well-known buildings.



Bartletto, Perth.

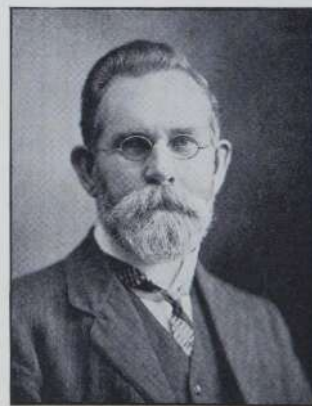
MR. ALEXANDER DONALD CAMERON.

When the depression occurred in the building trade in Victoria during the years 1895 and 1896 he decided to migrate to Western Australia, where prospects were brighter, and in the latter year arrived at Perth, where shortly afterwards he became associated in professional practice with Mr. Wright. Mr. Powell was at one time secretary of the Institute of Architects, of which he is an Associate. He is a loyal adherent of the Craft of Freemasons, in which he is Past Grand Superintendent of Works of the Grand Lodge of Western Australia and a Past Master of the Bruce Lodge, No. 51, Claremont. As Vestry Secretary of the Claremont Anglican Church he gives his warm support to movements in connection with this ecclesiastical body, and in matters musical has long been known to take a prominent part, when in Victoria being associated with various Liedertafel Societies, etc. He is a familiar figure on the bowling green, and has held place in the champion fours in the Western Australian Bowling Association. In 1894 he was married to Helen, daughter of Mr. Caleb Powell, of Melbourne, and has three daughters.

ALEXANDER DONALD CAMERON is a Queenslander, having been born at Toowoomba, in that State, on October 10, 1878. He pursued his primary studies in his native town and completed his scholastic career at Perth, his father being Mr. John Cameron, Government supervisor to the Western Australian Government. He served articles to the profession of architecture with Mr. J. W. Wright, with whom he is now in partnership, and having concluded his term remained in the office as draughtsman and assistant until January, 1906, when he was received as a member of the firm, which has since carried on under the style of Wright, Powell, and Cameron. He is at the present time (1911) Auditor to the Western Australian Institute of Architects. Mr. Cameron has given considerable time and attention to the study of municipal government, and in 1907 was elected to a seat in the North Perth Council as representative for East Ward. His electors subsequently honoured him by an urgent requisition to allow himself to be nominated for the mayoral office, but pressure of professional duties would not permit of his acceding to the request. He is a member of the Ancient Independent Order of Druids, and interests himself in all matters pertaining to the advancement of this body. He is perhaps best known as a tennis player in the athletic world at the present time, but as a junior made his name among his companions as a footballer; and in 1900-1 represented Western Australia in the amateur cycling events at the sports in connection with the inauguration of the Commonwealth. In 1904 Mr. Cameron married Violet Adelaide, third daughter of Mr. Walter Woolley, of Perth, and has a son.

JAMES HINE, F.R.I.B.A. and F.W.A.I.A. and formerly F.I.A.N.S.W., Colonial Mutual Buildings, 51, St. George's Terrace, Perth. When in the distant future the history of Perth comes to be written much attention will be given to the wonderful rise and progress of the city during the past decade. Much of the history of a great metropolis is necessarily woven about its architecture, and the heavy responsibility of building up a city which will evoke a distinctive period falls upon the shoulders of

the architects of the present day. In this regard Perth is fortunate in having in its midst a number of gentlemen who cannot fail to add lustre to its fair name. One of the members of the honourable profession of architects, Mr. James Hine, has already contributed his quota, and to-day St. Andrew's Presbyterian Church at the corner of Pier Street and St. George's Terrace stands as an instance of his creative genius. A son of the late Mr. James Hine, merchant, of Ludlow, England, he received his education privately, and at a school at Longville, in the neighbourhood of his birthplace. He was articled to the late Mr. John Grosvenor, of Ludlow, and for four years received tuition from this master of the craft, with whom he remained three years after the expiration of his articleship. Having become fully qualified, in 1873 he commenced practice on his own account at Leominster and Ludlow, and for some years added valuable experience to his store of knowledge. In 1881 he crossed the sea to South Africa and settled in Cape Town, where he continued in his profession for two years, when he set out for Australia, of which country



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MR. JAMES HINE.

he had received glowing accounts. Proceeding to the Mother State he took up his residence at Bathurst for twelve years, and during that time designed many of the handsome buildings for which that town is noted, as well as the beautiful Park in its centre. He acted as diocesan architect to the Anglican Church,

and also held the appointment of art master to the Technical School. Mr. Hine was attracted to Western Australia in 1895, and since his arrival has played a prominent part in the advancement of the western capital. In addition to St. Andrew's Church, already referred to, he was responsible for the design of the Congregational Church at Subiaco, and the Methodist Ladies' College at Claremont, besides which he is to be credited with the plans of numerous warehouses and cosy suburban homes. On the social side he takes a keen interest in all matters affecting the welfare of the Protestant Churches, and the Masonic fraternity also claims him as a member. He is an ardent supporter and member of the King's Park Bowling Club, and most of his leisure is given to the pursuit of this pleasant pastime. Mr. Hine has been twice wedded, the first time in 1872 to Miss Gilbert, of Coventry, England, who died in 1908. He remarried in 1910 the widow of the late Mr. F. Birch, of this city.

J. HERBERT EALES, J.P., F.W.A.I.A., is the son of the late Mr. Joseph Eales, a scion of one of the old Devonshire County families who for centuries have made their home among the picturesque hills and vales which have inspired the brush of many an artist lover of quiet beauty. Born at Exmouth, in Devon, on October 19, 1864, the subject of our notice, upon concluding his education at Totnes Grammar School, made choice of architecture as a profession, and entered into articles with Mr. E. H. Harbottle, F.R.I.B.A., one of the foremost architects in the English provinces. Having completed his indentures he continued for two years with that gentleman, during which period he gained valuable and extended experience in church restoration work and the erection of certain important buildings which have linked Mr. Harbottle's name with architectural fame. Subsequently Mr. Eales spent considerable time in the study of his special branch of art and in sketching on the Continent, finally deciding to come to Australia in 1887. He first joined the Civil Service in Melbourne as draughtsman, afterwards resigning to accept a post as chief draughtsman in one of the leading offices in that city. At the termination of the great land boom he established him-

self in practice at Ballarat, Victoria, and succeeded in winning an excellent reputation for himself both there and in the western districts of the State. In 1897, attracted by the glowing reports of the Golden West, he set sail for Fremantle, and upon arrival started professional practice at the Port, where he soon made his way to the front ranks in his line of art. Some nine years later he still further increased his connection by removing to the capital, and steadily holds his place in popular favour at the present time. While responsible for many city structures designed for commercial purposes, Mr. Eales has specialized in design for hotels and the fine comfortable homesteads,



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MR. J. HERBERT EALES.

farm buildings, and shearing-sheds which mark the growth of prosperity on the large pastoral areas of the State, and his name is well known among all sections of the public and private community. Apart from his profession he is one of the best amateur musicians in Western Australia, having acquired the technique of three instruments, and has held prominent positions in the musical world of the Commonwealth. He held the post of organist both at St. Augustine's and St. Peter's Churches in Melbourne, and was organist at St. Patrick's Roman Catholic Church at Fremantle for five years, this church having long been famous for its fine musical service. He also designed and presided over the finest organ built in the State, *viz.*, for the Roman Catholic Cathedral at Perth;

but latterly pressure of business has set limits to his indulgence in this elevating art. In the realms of sport his forte is rifle-shooting, and he is known all over the Commonwealth in this connection as a member for nine years of the Victorian Interstate team of riflemen and Queen's prizeman in 1890. He also held a commission in the defence forces in Victoria for twelve years, retiring with the rank of Captain upon his departure for Western Australia. A Sitting Master of the St. George Lodge of Freemasons, he has been Grand Organist for two years, and takes the keenest interest in all matters pertaining to the craft. For recreation he resorts to the golf links in winter and the bowling greens in summer and is a well-known exponent of both games; while as a billiardist he has been called upon to play for his club against most of the visiting English professionals. Mr. Eales is on the Council of the Institute of Architects and is a past Vice-President. He married in 1908 Mabel Hannah, daughter of the late Mr. James Lilly, of Fremantle.

WILLIAM ARTHUR NELSON, F.W.A.I.A., Secretary of the Western Australian Institute of Architects, is a son of Mr. Charles Nelson, of Sydney, and was born at Pott's Point, near that city, on March 19, 1875. He was educated at Royston College and the Sydney High School and passed with honours through the courses of architecture, construction, and modelling at the Sydney Technical College while serving his articles to the late Colonel Rowe, F.R.I.B.A., then President of the New South Wales Institute of Architects and of the Water Supply and Sewerage Board, and was employed by him as draughtsman on the designs of many important works. He also studied under Messrs. John Smedley, W. Wright Campbell, and J. L. Bruce. In 1895 he began practice in Sydney and a year later came to Perth, where he entered the service of the Imperial Survey Department as chief draughtsman under Commander Dawson, R.N. Resigning from the Service he commenced practice on his own behalf, and has since designed and carried out many well-known works, including Melba Corner, St. Alban's, buildings at Albany, Padbury Memorial Church, Johnston Buildings, Torrens Building, several leading hotels,

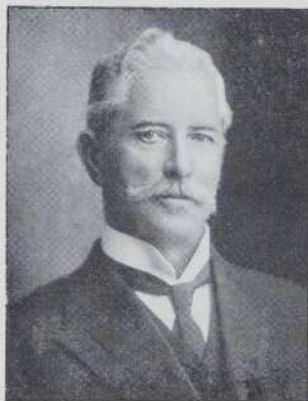
many characteristic residences, and other structures in town and country, including the first reinforced concrete building in Western Australia. He is architect to the Bank of New South Wales and several corporations, and was appointed sworn valuator under the Transfer of Lands Act. In 1893 he won the national medal for architectural design at the South Kensington Art Schools. He has always taken a great interest in the welfare of his profession, and for the past five years has been the chief incentive officer of the Institute. Mr. Nelson is a Past Master of his Lodge in Freemasonry and a Grand Lodge past officer. Apart from his professional duties he has farming interests at Balingup, where he owns an estate.

**RICHARD JOSEPH DENNEHY, F.W.A.I.A.**, is a son of the late Mr. Patrick Dennehy, of Ireland, and latterly of Melbourne, Victoria. He was born at Cork, in the "Green Isle," on August 16, 1859, and was brought as a child by his parents to Australia, where he received his education at the Jesuit College in Melbourne. When sixteen years of age he was articled to the profession he now follows, and after two years' practice joined the firm of Tappin & Gilbert, the style of which was changed to Tappin, Gilbert, & Dennehy, afterwards becoming Tappin, Dennehy, & Smart. This firm carried on business at Sydney, Melbourne, and Ballarat, and during the time Mr. Dennehy was associated with its operations he had ample opportunity for the full exercise of his powers of creative faculty, of which he was not slow to avail himself. In Melbourne and other parts of Victoria the works of importance in which he co-operated were St. Paul's Cathedral in Swanston Street, for the design of which Mr. Butterfield, the eminent architect of England, was responsible; the Metropolitan Gas Company's offices, the Art Gallery, the Hibernian Hall, the Mutual Stores; the Roman Catholic Cathedral, Bendigo; the Anglican Cathedral, Ballarat; St. Francis Xavier's College, Kew; and the Convents of the Sacred Heart and of the Good Shepherd, besides numerous other public buildings and warehouses in the city, also St. Ignatius' College, Riverview, Sydney, which

is the largest educational institution in Australia. The splendid Roman Catholic Church at Manly, New South Wales, was also designed and erected by this well-known firm. The deed of partnership expiring after fifteen years, Mr. Dennehy responded to the allurements held out for business advancement in the Western State of Australia, and in 1896 established himself in practice in Perth, where he has continued ever since. He designed and carried out the erection of the Home of the Good Shepherd, Leederville, and the Church of the Sacred Heart at Highgate, and among buildings of a commercial character are the Moana Café in Hay Street, acknowledged from an architectural point of view to be the finest building of its kind in the Commonwealth;

Australian Institute. He makes a hobby of gardening and finds health and recreation in the cultivation of choice blooms in his garden plots at South Perth where he resides with his three daughters. He is a member of the Celtic Club. Mr. Dennehy, who is a widower, has a family of two sons and three daughters.

**ROBERT HENRY BURNSIDE DOWNES, F.W.A.I.A.**, irrigation and municipal engineer, licensed surveyor, etc., and Hon. Treasurer of the Institute in Western Australia, is a son of General Downes, C.M.G., late of the Royal Artillery, and was born at Mauritius on December 10, 1861. He received his education at various schools in England, and in 1877, at the age of sixteen, came to South Australia with his father and was articled to the late Mr. Oswald Brown, hydraulic engineer, of Adelaide. He completed his indentures, undergoing the usual course in the engineering workshops and on contractual works; subsequently, having obtained eight years' experience in the Adelaide sewerage and other works, he went to Victoria, where he was offered a position to prepare the designs for the Watts River water supply scheme for Melbourne. Upon the completion of this work he joined the Victorian Railways Department,



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MR. RICHARD JOSEPH DENNEHY.

Messrs. Levinson and Company's jewellery establishment; the Clarence Buildings, Hay Street; *The Morning Herald* office, now the Government Immigration Depot; St. John of God's Hospital; and several other business houses and warehouse blocks, besides many private residences and domestic dwellings. In the country stand as evidences of his professional skill many public buildings, hotels, and dwelling-houses, and his name is well known on the eastern goldfields. During his sojourn in Sydney Mr. Dennehy was a member of the Institute of Architects of New South Wales, and acted as its Hon. Secretary until he came to Western Australia. He is at present time a member of the Council of the Western



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MR. R. H. B. DOWNES.

and while in this service assisted on railway surveys and the construction of the Yea to Mansfield line, the Servicetown Railway Station buildings, and other works. In 1888 he accepted the post of engineer and building

surveyor to the town of Hamilton, in Victoria, and at the same time entered into architectural partnership with Mr. Hammond, the firm being known as Messrs. Hammond and Downes. Here he carried out the duties of borough surveyor and engineer of water supply, and supervised the erection of the Commercial Bank and other buildings, and in 1892 entered upon the duties of a similar appointment at Geelong which he held for three years. Upon his arrival in Western Australia in 1895 Mr. Downes joined the Public Works Department, with which he was connected for over ten years, and in 1905 commenced practice on his own account as architect and engineer in Perth. During the period that has elapsed since then he has carried out various works in the State, architectural and otherwise, and has built numerous country branches for the National Bank and for the Bank of Australasia. As an Associate of the Institute of Civil Engineers in 1890 he gained the Telford premium, a much coveted prize open to members of the Institute, for a work on practical astronomy as applied to land-surveying. He is also the author of a paper on "The Determination of Longitude in Land Surveying," which was published by the Institute as a sequel to the former article. Mr. Downes spends most of his spare time in the study of natural science, but may be found in his leisure hours seeking health and recreation on the golf links, and he is also fond of a game of billiards. In 1896 he married Mabel C., daughter of the late Mr. C. M. Poynter, of the Bank of Australasia, Geelong.

**HAROLD BOAS, A.S.A.I.A.,** and A.W.A.I.A., is a son of the Rev. A. T. Boas, Jewish Rabbi, of South Australia, and was born at Adelaide on September 27, 1883. He was educated at Whinham College, North Adelaide, and at Prince Alfred College, subsequently being articled to Mr. Edward Davies, one of Adelaide's leading architects and President of the South Australian Institute of Architects. Having passed through his indentures over a period of five years he remained with Mr. Davies for a further twelve months, subsequently gaining valuable experience with the firm of Messrs. Woods & Bagot, and Alfred Bayer. In 1905 Mr. Boas came to Western Australia and was for some

time with Messrs. M. F. Cavanagh and Austin Bastow. In the year following his arrival he commenced in practice on his own behalf, and in 1907 was joined in partnership by Mr. Bastow, who subsequently withdrew from the firm. Mr. Boas has executed some very fine designs in private residences, and excellent samples of creative work are to be seen in the suburbs surrounding the metropolis. He was also responsible for the handsome hotel at Nedlands Park, one of the favourite summer resorts of the residents of the State, and the warehouses occupied by Messrs. Sands & McDougall, besides a number of other business premises of note. In his student days he was the winner of numerous competitions, and was successful in gaining



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MR. HAROLD BOAS.

prizes at the exhibitions held by the Chamber of Manufactures in South Australia. He is a member of the Committee of the Commercial Travellers' Club and takes an active interest in the Chamber of Commerce. Mr. Boas makes a close study of politics, and is associated with the Liberal League of Western Australia. He married in 1911, Saidie, only daughter of Mr. S. Cohen, of Perth.

**GEORGE HERBERT PARRY, A.W.A.I.A.,** is a son of the late Bishop Parry, of Perth, Western Australia, his mother being the eldest daughter of the late Mr. George Walpole Leake, police magistrate, Perth. He was born at Perth

on February 19, 1882, and received his preliminary education at the High School in his native city, completing his scholastic studies at St. Edmund's School, Canterbury, England. Subsequently Mr. Parry was articled to the profession of architecture in the office of Mr. Mervyn



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Macartney, of London, and returning to the land of his birth in 1907 joined the Civil Service in the Public Works Department. He resigned from the Government Service to join in partnership with Messrs. Cavanagh & Cavanagh, architects, of Barrack Street, Perth, the firm being known as Messrs. Cavanagh, Cavanagh, & Parry. Three years later he retired from this connection in order to establish himself in practice on his own account in Perth, and has since been employed in work of a general character. Mr. Parry is associated with the Masonic craft, being a member of the Perth Lodge, No. 33, W.A.C., in which he holds office. He is also a member of the Perth Club. In 1910 he was married to Isla, elder daughter of Mr. Alfred E. Burt, of Perth.

**HENRY JAMES PROCKTER, A.R.V.I.A.,** is the son of the late Mr. Edward Cornelius Prockter, of Somerset House, London, and was born at London on November 19, 1863. At the termination of his scholastic studies he was articled to the late Mr. Charles Martin Muller, of Cheltenham, England, and his indentures completed he sailed for Tasmania. Crossing to the mainland

shortly afterwards he settled in Melbourne and joined the staff of Mr. W. S. Law, architect, of that city, with whom he continued for a time. In 1886 he started in practice on his own account in Melbourne and while there designed among many other



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MR. HENRY JAMES PROCKTER.

buildings, the College of Pharmacy and a very large residence for Mr. Edwin Millar, of Millar's Karri and Jarrah Timber Company. Mr. Prockter came to Western Australia in 1896 and established himself in his profession in Perth, where among the numerous works placed to his credit may be enumerated the North Perth Town Hall, Brookman's Building, and many warehouses and private residences in town and country, besides the Municipal Chambers at Northam. He takes a keen interest in all public affairs, and is Secretary to the Roads Board Association of Western Australia. In addition to his professional work he owns and cultivates an orchard at Kalamunda, and finds healthy recreation in this congenial employment. Mr. Prockter has been twice married, his first wife being Miss A. E. Hogarth, of Newcastle-on-Tyne. The present Mrs. Prockter is the daughter of the late Mr. John Walter, of Borden, Kent, England. His family consists of three sons and two daughters.

WILLIAM EDWARD ROBERTSON, formerly Assoc. R.V.I.A., is a son of the late Mr. James Robertson, M.A., M.D., of Melbourne, where

the gentleman under review was born on August 25, 1863. He received his educational training at the Toorak and Scotch Colleges of that city, and subsequently was articled to the late Mr. A. E. Johnston, of the firm of Messrs. Smith & Johnston, architects, Melbourne. Having served a term of four years with this firm Mr. Robertson went abroad for a couple of years and studied the prevailing forms of architecture on the European Continent, in England, and America. Returning to Melbourne in 1898 he established a practice in conjunction with Mr. Inskip, F.R.I.B.A., and during the five years that this partnership existed the firm became responsible for some very important works. Conspicuous among these were nearly all the premises erected for their



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MR. WILLIAM EDWARD ROBERTSON.

country branches by the Union Bank authorities, the splendid building of the National Bank at Kew, and the magnificent private residence of Sir Matthew Davis, erected at a cost of £12,000, which takes its place among the finest structures in Victoria. The firm also designed the plans for the Fremantle Branch of the Union Bank, and after his arrival in Western Australia Mr. Robertson found no lack of work awaiting him. The State Hotel at Gwalia was built by him under commission of the Government, and he was kept busy with the designs and erection of hotels and commercial premises all over the goldfields and other parts, the Perth Roller Flour-mills being among the structures placed to his

credit in this State and numerous residential houses and villas. In his younger days Mr. Robertson was prominent on the football field and held membership in two of Victoria's best champion teams, but in more recent years he has found recreation in the less strenuous game of tennis. In 1901 he married Elsie, daughter of the late Mr. Samuel Paltridge, of South Australia, and has two daughters.

LOUIS BOWSER CUMPSTON, architect and building surveyor, Perth, is the son of Mr. L. P. Cumpston, of that city, and was born in Liverpool, England, on November 27, 1865. He received his early education at the Ramsey Grammar School in the Isle of Man and completed his scholastic studies at the Echuca Grammar School, Victoria, afterwards spending two years in visiting the principal towns in England. Subsequently he entered the office of Mr. John Robertson, architect, of Queen Street, Melbourne, under whom he received his initiation in the profession he now follows. Three years later, with the object of gaining practical experience, he became associated with Messrs. James Moore & Sons, building contractors, and continued with them for a similar period. In 1891 Mr. Cump-



*Bartletto, Perth.*

MR. LOUIS BOWSER CUMPSTON.

ston sailed for Western Australia, and upon his arrival at Perth established himself in his profession, since which time he has carried on an unbroken practice. While in work of a

residential nature he has commanded a large connection all over the State, the speciality in which he has eminently distinguished himself has been in designs for hotels, and over a score of buildings of this kind have been erected under his supervision, the well-known Ocean Beach Hotel being a fair sample of his abilities in this direction. In conjunction with Mr. W. Wolf he won the competition for the plans of the Kalgoorlie Town Hall, and in private competition he was also successful with his designs for the Town Hall and municipal chambers at Collie. In 1911 he had in hand the erection of the largest motor garage in the State, and new premises for Messrs. Daniel White & Co., the well-known carriage builders, which have a floor space of 38,000 square feet. He has besides had considerable experience in the building of skating rinks, warehouses, etc. Mr. Cumpston is a member of the Western Australian Club. He married in 1902 Amy Muriel, daughter of Mr. Wm. Love, of Perth, and sister of the late Dr. Love, of Kalgoorlie, and of Lieutenant-Colonel Love, Commander of the 18th Australian Light Horse, and has a son and two daughters.

**JOHN STROUD GLASKIN**, architect, Royal Insurance Buildings, St George's Terrace, Perth, is the son of Mr. John J. Glaskin, accountant, of the State Civil Service, and was born at Perth on November 10, 1886. After attending a State school for a time he became a student at Webb's Grammar School and subsequently at the Technical School, Perth. He received an excellent training for his profession under the tuition of such prominent architects as Messrs. L. Bowser Cumpston, George Clark, and T. Anthoness, all in practice in Perth, and having served nearly nine years in their several offices started practice on his own account in 1907. During the comparatively short time that has elapsed since then Mr. Glaskin has made rapid strides into the confidence of the public, and has held his own both in domestic and commercial architecture. He has specialized in country homesteads and suburban residences, a large number of the latter gracing the outlying parts of the metropolis. Mr. Glaskin spends much time in the study of the vari-

ous branches of his profession, and is a student of the International School of U.S.A. in architecture and structural engineering. What time he is able to spend from the duties incident to his calling he devotes to enlarging his knowledge of dramatic art and elocution, and is a member of the Perth Academy for the pursuit of these studies. He is a mem-

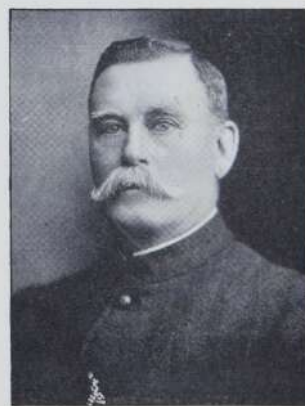


*Bartletto, Perth.*  
MR. JOHN STROUD GLASKIN.

ber of the Masonic fraternity in Western Australia, and at one time was well known as a highly-proficient amateur athlete and gymnast being still in a measure attached to these pursuits.

**J. McNEECE & SON**, architects and surveyors, Fremantle. This firm, founded in 1901 by Mr. John McNeece, has been responsible for the designs and erection of many of the large structures which impart to the port of Fremantle the imposing appearance it presents to-day. Davies' Buildings and the Economic Stores in High Street, Mason's Buildings, the Commercial Hotel, and Fisher Beard's large emporium owe their up-to-date, well-finished aspect to the creative ability of the gentlemen under review, besides Messrs. J. & W. Batemen's warehouse at Perth, and many other public and private buildings round the metropolis and in every important town in the State. JOHN McNEECE was born at New York, in the United States of America, on August 11, 1860, and is a son of the late Mr. John McNeece, of the

Imperial Army Service. He was educated in his native city, also attending several schools in Brooklyn, and subsequently was articled to the late Mr. George Clutes, architect and civil engineer of the latter place. Having completed his theoretical course, he studied the science of handrailing, and owing to the remunerative nature of this occupation spent several years in its pursuance all over the States. In addition, at a later date he carried on as a builder in America, but prompted by a spirit of adventure and with the object of enlarging his knowledge and experience he left his native land for Australia, landing at Sydney. Finding the building trade very brisk he joined the ranks of contractors in that State, and after a brief sojourn there came to Western Australia, where he accepted the post of Government Inspector of Buildings in the Kimberley district prior to the days of the gold rush to that region. Eventually, however, the gold fever seized him and he spent three years "trying his luck" on the diggings, during which Dame Fortune withheld her smile on his endeavour. Once more entering the building trade at Perth, he continued until



*Bartletto, Perth.*  
MR. JOHN McNEECE.

1900, when he joined the office of Mr. F. W. Burwell, F.R.I.B.A., architect, of Fremantle, and remained three years in this employ in the capacity of draughtsman and supervisor of works. In November, 1901, he opened in business on his



own account and has continued successfully ever since. Mr. McNeece makes a hobby of yacht designing and has planned and built many of the handsome and useful craft plying on the Swan River, among which may be noted his own yacht,



*Bartletto,* *Perth.*  
MR. PERCY JOHN MCNEECE.

in which he gains health and recreation in his leisure hours. He takes a keen interest in all matters pertaining to the welfare of the community in which he resides and is a member of the Fremantle Municipal Council. He is also associated with the Masonic craft, and has held junior honours in this body. In 1885 he married Mary Creamer, daughter of the late Mr. Benjamin Shemels, of the 73rd Regiment of the Imperial Army, and has three sons and five daughters. PERCY JOHN MCNEECE, the junior partner of the firm, is a son of Mr. John McNeece and was born in Perth on February 25, 1888. He was educated at the East Perth and Beaconsfield State Schools, and when fourteen years of age entered his father's office, where he served his articles to the architectural profession. Upon completion of his indentures he continued in the same connection for some time, and was admitted to partnership with his father during 1911. Mr. P. J. McNeece has taken a couple of trips through the Eastern States, which he turned to good account by making a study of the styles of architecture which prevail in the older cities of Australia. Like his father he is very fond of yachting, and makes it his chief diversion.

WILLIAM WOLF, architect, member of the Imperial German Institute of Architects, was born at New York City, in the United States of America, on November 21, 1855, being a son of the late Mr. William Wolf, architect, of that city. He was educated primarily at Fort Lee, U.S.A., afterwards proceeding to Germany, where he concluded his studies at Heidelberg. While resident in the Fatherland he obtained his diploma as an architect, and at a later date began practice in England in the office of Messrs. Hewitt & Son, an architectural firm carrying on business at Euston Road, London. His first work of importance while in this employ was the drawing of the designs for the Army and Navy Club Buildings in London, and he was also responsible

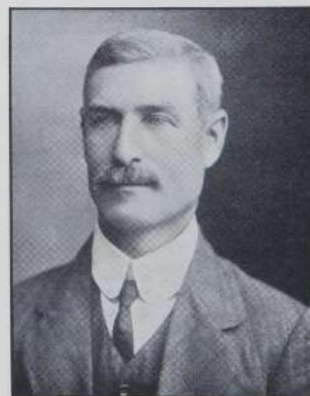


*Bartletto,* *Perth.*  
MR. WILLIAM WOLF.

for the plans of extensive additions to the Langham Hotel. In 1877 he came to Australia, and landing at Melbourne became associated with Mr. Lloyd Taylor, a well-known architect of Victoria. After filling the position of draughtsman for three years he resigned his connection with this gentleman and established himself in independent practice in Melbourne. During the thirteen years spent by Mr. Wolf in the Victorian capital he left his mark on local architecture, being employed in the design and erection of such prominent buildings as Mort's Stores, the large warehouses of Messrs. Solomon and Goldsborough, various churches, and nearly a score of hotels, besides numerous other commercial and residential

structures. Subsequently he practised in Sydney for three years, from 1892 to 1895, and ultimately came to Western Australia, since when he has carried on a very successful business at Perth. Mr. Wolf has a large general practice both in city and country, and among the many notable buildings he has placed to his credit His Majesty's Theatre and Hotel, the Royal Arcade, the Swan River Mechanics' Institute, and the Jewish Synagogue are deserving of special mention, while the new Theatre Royal is also of his design. Married in 1883 to Maria May, daughter of the late Mr. Colonel Jordan, of Tasmania, he has a family of four sons and six daughters.

HENRY THOMAS HARDY, M.V.L.S., M.W.A.L.S., licensed surveyor of Perth, was born at Yan Yean, Victoria, on February 17, 1863, being a son of the late Mr. James Hardy, of the same place. He was educated partly at the Central School, Melbourne, and partly by private tuition, and subsequently became connected with the farming industry on his father's property, where he remained till he was twenty-one. He then entered the office of Messrs. Coane & Grant, sur-



*Bartletto,* *Perth.*  
MR. HENRY THOMAS HARDY.

veyors and engineers, of Melbourne, and served articles with this firm for three years, during which period he passed the licensed surveyors' examination in Sydney in 1886, being placed fourth on the list, only

nine candidates passing out of forty-six who sat for the examination. In 1887 Mr. Hardy passed the licensed surveyors' examination in Melbourne, obtaining a credit pass, and eventually commenced private practice in Collins Street, where he continued until 1891. In that year he came to Western Australia and entered the firm of Crossland & Co., surveyors, of Perth, being admitted into partnership two years later. In 1900 he took over the business, and at the present time operations are conducted by the firm under the name of Crossland & Hardy. Messrs. Crossland & Hardy during the last twenty years have carried out a large proportion of the subdivisional and city surveys round Perth and Fremantle, and have recently been appointed surveyors in Western Australia for the Federal Survey Department. Mr. Hardy designed and laid out the oval on the Claremont Showground, and of this he is especially proud, as it is generally considered to be the finest in Australasia. In 1898 Mr. Hardy was appointed to, and is still a member of, the Western Australian Licensed Surveyors' Examining Board, which is affiliated with all the Surveyors' Examining Boards of Australasia, including New Zealand; and in 1904 he represented the Western Australian Board at a conference of all the Examining Boards held in Melbourne for the purpose of making the regulations for the conduct of examinations uniform in all the States and New Zealand. Mr. Hardy was elected a member of the Victorian Institute of Surveyors in 1890. He is also a foundation-member of the Western Australian Institute of Surveyors and has served on the council of that body since its inception. For seven years he was a member of the Claremont Municipal Council, but owing to private business retired in 1911 after having done good service for the ratepayers as a member of the Works Committee, of which he was Chairman for three years. Mr. Hardy is interested in the farming industry, having a property of 5,000 acres on the Upper Blackwood which he is devoting to sheep-raising and mixed farming, and upon this and the growing of flowers in his suburban garden his spare time is spent. He is a member of the Masonic fraternity, and is also a member of the Western Australian Turf Club and of the Western Australian Club. In 1903 he married

Grace Lavinia, daughter of the late Mr. John Elsegood, contractor, of Perth, and has two daughters.

**BERNARD WALFORD RIDLEY**, licensed surveyor, "Riverside," Gwambygne, York, is a son of Mr. W. Walford Ridley, timber merchant, of Reading, England, where he was born in 1864. He received his scholastic training at Reading School, one of the oldest scholastic institutions in England (its establishment dating back to about 1,100), and there studied for the engineering branch of the Indian Civil Service. After taking the mathematics examination he abandoned the idea



Bartletto, Perth.

MR. BERNARD WALFORD RIDLEY.

of service in India, and for some years continued his engineering studies at Bournemouth. In 1886 he came to Western Australia in the capacity of surveyor to the Western Australian Lands Corporation. Owing to the decease of Mr. A. Hordern some six months later the operations of the Company, of which he was the principal, ceased, and Mr. Ridley's engagement was cancelled. He then became associated with the first survey of the Bunbury railway, as assistant to Mr. May, civil engineer, with whom he continued for some considerable time. In 1888, when precious metal was first discovered in Golden Valley, Mr. Ridley was responsible for the formation of a syndicate in Perth, called the Grosvenor Prospecting Company, which had for its object the prospecting of the newly-found

eastern goldfields. He made his way to the locality among the pioneer gold-seekers and pegged out claims, but after a trying and unsuccessful endeavour to find a payable reef was compelled to return to Perth. Subsequently he made a second trip, accompanied by a party who joined in the working of the claim, and when gold discoveries eventuated at Southern Cross one of the claims taken up by Mr. Ridley on behalf of his Company was the first in the State to pay working expenses. Failure of the water supply afterwards forced the abandonment of this mine, and the same trouble occasioned many hardships during a subsequent trip taken by Mr. Ridley at the invitation of Mr. Gillies MacPherson (discoverer of the Nanine Mine) across Hampton Plains, in the direction of the Fraser Ranges, from which they returned to the Plains by a different route. Here the first claim was pegged out by the party of three (including an aboriginal), and after a few weeks' prospecting the return journey was attempted. The dry season, however, forced them to remain at their camp near Slate Well, and while waiting for rain their food supply became almost exhausted. The heaviest rainfall ever recorded in those parts occurred between September 13 and 19 in that year (1888), leaving the flat a sheet of water ten chains wide, through which the horses had to swim, and after various vicissitudes the party arrived at Southern Cross on October 6. During the trip gold was discovered by the party in thirteen different places, and a mine at Hope's Hill, pegged out previous to their departure from the settlement, cost owners and shareholders over £100,000 in machinery. A serious illness after Mr. Ridley's return to Perth caused him to take up his former profession, and he became assistant to Mr. Monaghan, Government contract surveyor, with whom he remained for two years. Accepting a position as draughtsman in the Public Works Department after the arrival of Mr. C. Y. O'Connor, he was at a later date associated with Mr. H. Wilson in the survey of Boyanup, Busselton, Bunbury, and Donnybrook railways, and was also connected with the survey of the Southern Cross line. Returning to the head office he was employed in preparing plans for railways until June, 1892, when he qualified as a licensed surveyor, and subsequently undertook extensive subdividing sur-

veys at Armadale for Mr. Charles Patterson. He then surveyed the Serpentine agricultural area on behalf of the Government, and was identified with selection survey work in the Lands and Survey Department. For thirteen years he was conducting surveys in the Avon district, extending as far eastward as Southern Cross, was five years in the Albany district, and has worked for the Government in all parts of the State south of Perth. Mr. Ridley was one of the founders of the Institute of Licensed Surveyors in Western Australia. He is a member of the Masonic and of the Western Australian Clubs. In early life a keen athlete and sportsman; at fifteen years of age he was Captain of the Reading Harriers, played in Hampshire and Dorset Association Rugby football teams, and was coxswain of a boat which won nearly every town cup from Oxford to Twickenham. He was a founder of the Western Australian Cricket Association, of which he is a life member, and during the visit of the American Fleet in 1910 was appointed by the Government to take charge of the sports at Albany. He played tennis against Mr. F. D. North for the championship of the State, and swam for champion honours in the Swan. In 1892 Mr. Ridley married Jeanette, daughter of the late Mr. Ishmael Rogers, of Perth, and has four sons and a daughter.

JOHN EWING, J.P., surveyor, Perth, is a son of the late Rev. Thomas Campbell Ewing, of Wollongong, New South Wales, and was born at that town in 1863. He pursued his educational studies at King's School, Parramatta, and upon leaving that institution was articled to his brother, a surveyor, under whom he studied. Seven years later he opened in business on his own account in his native town and subsequently took control of the Berry Estate surveys in the southern district, where he continued for about five years. In 1896 he came to Western Australia and began business as a land and mining surveyor, and in the practice of his profession was identified with almost every part of the eastern and Murchison goldfields. He was concerned in the survey of the Venture Syndicate Company's properties in different portions of the State, and in 1897 proceeded to Collie and was re-

sponsible for the survey of the leases of the Collie coalfields. In 1900 Mr. Ewing entered political life as candidate in the Liberal interest for the south-west mining electorate and successfully contested the seat against Senator George Henderson and Mr. Courtney of Greenbushes. Three years later he was defeated by Mr. Henshaw the Labour candidate, and in 1905 regained his lost honours in the same electorate, only to resign them to Mr. A. Wilson, Secretary to the Miners' Union, in 1908. In 1911 he unsuccessfully contested the Bunbury electorate in the Liberal interest, his opponent being Mr. Thomas, who represented Labour. He received his commission of Justice of the Peace for the magisterial district of Perth in 1905, having previously been gazetted for the Collie district. He married Beatrice, daughter of Dr. Swinson, of Ashley, England, and has two sons and two daughters.

JOHN WATSON HENDERSON, consulting engineer, Weld Chambers, St. George's Terrace, is



Bartleto.

Perth.

MR. JOHN WATSON HENDERSON.

a son of the late Rev. David Henderson, of Rockferry, Cheshire, England, who was associated with the Presbyterian Church movement for about forty years and acted as Moderator in England on three separate occasions. The gentleman under review was born in Cheshire on April 4, 1867, and received his education in England. He served his apprenticeship to the firm of

Cochrane & Co., engineers, of Birkenhead, on the Mersey, with whom he remained for four years, and concluded his training with two years in the office of Messrs. William Esplin & Son, consulting engineers, of Liverpool, this firm being the first in that city to engage in mechanical refrigerating on anything like a large scale. Mr. Henderson next sought experience in marine engineering and took two trips on board the "Thanemore," of the More Line of steamers. Some premonition prevented him embarking a third time when she sailed from Liverpool, never to be heard of again. After visiting the principal Mediterranean ports, in 1898 he joined the Atlas Steamship Company trading between the United States of America and the European Continent, and while in this service was the means of saving the steamship "Alps" from untimely disaster by discovering in time a flaw in the engine shaft of the vessel. At a later period Mr. Henderson joined Mr. A. Holt's steam yacht "Argo" and made a trip to Norway as far as the North Cape ("The Land of the Midnight Sun"). On a second trip to the lochs of Scotland he called at all the historical places as far as Inverary. He then sailed in the Holt's Blue Funnel Line, trading between China and Japan, and after two years became connected with one of their vessels plying between Singapore and Fremantle. He saw the Western Australian coast in the early days of the coastal trade before harbours were made or lights erected, and after nineteen months in this service took a trip to England, returning in 1895, when he was one of the first consulting engineers to take up residence in the State. Mr. Henderson studied for the profession at the South Kensington School of Science and Art, and was awarded the Queen's Prize, the highest honour then attainable, for his papers dealing with the subjects of heat and steam-engines. He was also successful in gaining the Birkenhead local prize for engineering subjects against seventy-four students who entered. In the early days of Western Australia Mr. Henderson was a well-known figure on the mining fields, and was responsible for the erection of the machinery on the Gem Gold Mine, on the Upper Gascoyne, which has since shut down. He also supervised the installation of the electric lighting

plant at the beautiful Yalingup Caves in the south-west of the State. Mr. Henderson has given special attention to refrigerating machinery and is agent for the well-known Linde Refrigerating Company of Australia. His special knowledge led to his being consulted regarding the running of the plant installed by the Fresh Food and Ice Company, and he superintended the conversion of the Government Re-

frigerating Machinery from CO<sub>2</sub>, or carbonic anhydride, to the wet gas ammonia system, under instructions from the Australian Linde Refrigerating Company. Mr. Henderson is the Western Australian representative for J. Wildridge & Sinclair, Limited, Messrs. Drysdale and Co., engineers, and several other prominent firms of England and Scotland. Outside his professional work he makes a hobby of mechani-

cal invention, and in the past has patented many ingenious and practical ideas of his own creation. Mr. Henderson in 1900 married the daughter of the late Mr. H. Harris, of Victoria, and has two daughters and a son. Mrs. Henderson prior to her marriage was a prominent member of the Woman's Christian Temperance Union, and had the management of several important branches.



THE ROYAL MINT, PERTH.

## Accountants and Auditors.

The Institute of Accountants and Auditors of Western Australia was incorporated under Act of Parliament on December 17, 1900.

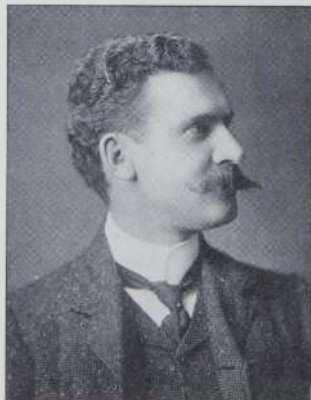
Since 1908 it has regularly conducted examinations, requiring a high standard of efficiency for candidates desiring to become qualified accountants. Candidates for admission to the Institute are required to pass three examinations, viz., preliminary, intermediate, and final. The papers are set in conjunction with the Australasian Corporation of Public Accountants, and the Institute of Accountants in South Australia. The subjects for the final examination are as follows:—

1. Bookkeeping and accounts (two papers).
2. Auditing (one paper).
3. The law of bankruptcy.
4. The law relating to joint stock companies.
5. Mercantile law.
6. The law of arbitration and awards.
7. The law of trustees under wills.

The Institute has also materially assisted to raise the status of the profession in Western Australia by

- (a) Arranging periodical lectures for the instruction of its members.
- (b) The formation and conduct of two Student Societies—one at Perth and the other at Kalgoorlie.

SINCLAIR JAMES MCGIBBON, F.S.A.A. (Eng.), F.I.A.V., and F.C.P.A., accountant, auditor, and attorney, Colonial Mutual Chambers, St. George's Terrace, Perth, was born at Kew, Victoria, in 1875, and received his education at the Camberwell Grammar School and at Auburn College, in the same State. At the close of his scholastic career he became associated with his father in the firm of Messrs. Gilmour and McGibbon, well-known accountants of Melbourne. In 1896 he came to Western Australia and after a brief period spent in the office of Messrs. O. L. Haines & Co. began business on his own account in 1898. Mr. McGibbon has conducted some of the largest liquidations known in Western Australia, among others the "Coliseum" and the "Pantheon," and very successfully controlled the salvage operations connected with the S.S. "Orizaba," which vessel went ashore off Garden Island on



Bartlett.

Perth.

MR. SINCLAIR JAMES MCGIBBON.

February 16, 1905. In 1909 he was appointed a commissioner to act

(c) The maintenance of a professional library.

(d) Endeavouring, with the co-operation of other Institutes of Accountants, to obtain legal recognition for the profession. At the time of writing a Bill, which is the fruit of the combined efforts of the various Institutes, is before Parliament. The measure seeks to protect the public and the qualified accountant from the unqualified practitioner.

A second Society, under the name of "The Society of Public Accountants and Auditors of Western Australia," was founded in July, 1911, and incorporated in the following November. Mr. John Sinclair is President and Mr. M. H. J. Otto secretary. It consists entirely of practising public accountants, and its objects are much the same as those of the preceding institution, including all matters that bear upon the protection of the accountants' profession, and, of course, upon the protection of the public in matters of accountancy and auditors. It is deeply interested in the Accountancy Bill at present before Parliament, which is framed to give legislative sanction to the various objects of both Associations.

In addition to these two local institutions there is also a branch in Western Australia of the Australasian Corporation of Public Accountants, of which Mr. F. B. Carter is the local representative.

with the Public Service Commissioner to inquire into and report on the Public Service of the State, with a view to suggesting where economies might be effected. He takes a great interest in the agricultural industry and is senior partner in a 7,000-acre farm at Kumminin, a new agricultural district situated about 45 miles south of Kellerberrin. This area was formerly part of a station property of 250,000 acres held by Mr. McGibbon, but resumed by the Government in 1908. He has been attorney for the Northern Assurance Company for the past eleven years, is Local Secretary for the Victorian Institute, and acts as director, attorney, and auditor for several mining and industrial companies. Mr. McGibbon is a Fellow of the Society of Incorporated Accountants and Auditors of England, a Fellow of the Institute of Accountants of Victoria, and Fellow and foundation member of the Australian Corpora-

tion of Public Accountants, having been on the first Council of that institution, and being one of two delegates appointed from Western Australia to attend a conference of accountants in the Eastern States at which this Corporation was inaugurated.

**RANKIN, MORRISON, & CO.**, public accountants, Emanuel Buildings, St. George's Terrace, Perth. (Alexander Donald Rankin, John Morrison, and Arthur Andrew Nairn). This firm was established in 1907 by the amalgamation of the separate businesses of Mr. Rankin and Mr. John Morrison, Mr. Nairn at that time being the managing clerk of Messrs. John Morrison and Co. **ALEXANDER DONALD RANKIN** was born at Glasgow, Scotland, in 1867, and received his educational training at the High School of that city. He served his articles to the accountancy profession in Glasgow, and subsequently gained nine years' experience with the firm of Smith & Williamson, chartered accountants, of London and Glasgow, of whose London office he took the management when it was opened in 1893. In 1899 he came to Western Australia and established himself in business at Fremantle, where he remained until



*Bartletto, Perth.*  
MR. ALEXANDER DONALD RANKIN.

1903. Removing to Perth in that year, he continued in the practice of his profession on his own account for a time, and ultimately united with Messrs. Morrison & Nairn in the formation of the present firm, which is now recognized as the leading one

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of its kind in the State. Mr. Rankin is Chairman of the South Perth Electric Supply and Power Company, Limited, an alternate Director of the Gold Industry of Western Australia, Limited, and of the Hills Proprietary, Limited, a local Director of the Timber Corporation, Limited, and a local representative of the Sons of Gwalia, Limited. He is also a Director of the Emu Brewery Company and a member of the local Lands Committee of the Midland Railway Company, and Chairman of the Railway Committee of that Company. He is a chartered accountant, and has been a member of the Institute of Accountants and Actuaries of Glasgow, Incorporated by Royal Charter, since 1892. He is also a Fellow of the Incorporated Institute of Ac-



*Bartletto, Perth.*  
MR. JOHN MORRISON.

countants of Victoria and of the Australasian Corporation of Public Accountants. **JOHN MORRISON** was born at Sprouston, Kelso, N.B., on January 4, 1867, and received his education at the Kelso Grammar School. He entered the service of the National Bank of Scotland, Limited, Kelso, in 1884, and subsequently was in the Leith Branch of the same Bank. In 1888 he received an appointment from the National Bank of Australasia, Limited, London, for its Australian service, and proceeded to Melbourne, afterwards being transferred to the Perth Branch in Western Australia. In 1894 he accepted an appointment as Manager for Messrs. Alexander Matheson & Co., mining attorneys and accountants, and was in Cool-

gardie until the end of 1897, when the business was transferred to Perth. In 1901 he became a partner of the firm, and in 1905 the business came into his own possession and the firm was dissolved, Mr. Morrison carrying on as a public accountant and auditor until the present firm



*Bartletto, Perth.*  
MR. ARTHUR ANDREW NAIRN.

came into being in 1907. Mr. Morrison is Chairman of the Local Advisory Board of the Liverpool and London and Globe Insurance Company, Limited, a Director of the South Perth Electric Supply and Power Company, Limited, a Director of the Gold Industry of Western Australia, Limited, and of the Hills Proprietary, Limited, local representative of the Sons of Gwalia, Limited, Chairman of Directors of Emanuel Bros., Limited, and Attorney for the Perth Electric Tramways, Limited. He is a Fellow of the Australasian Corporation of Public Accountants. **ARTHUR ANDREW NAIRN** was born at New Cumnock, Ayrshire, in 1884 and was educated at the Hill Head High School, Glasgow, completing his studies at the Scotch College, Perth. He was associated with the firm of Ford, Rhodes, & Ford, accountants, from 1898 to 1907, when he joined Messrs. Rankin & Morrison in partnership. He is an Associate of the Australasian Corporation of Public Accountants.

**SMITH & GOYDER**, public accountants, Elder Buildings, William Street, Perth (Harold Edmond

Smith, F.C.P.A., F.A.I.V.; David John Goyder, F.C.P.A., F.I.A.S.A.). HAROLD EDMOND SMITH was born at Liverpool, England, in 1856, and pursued his scholastic studies at the Liverpool Institute and later under the tuition of the Rev. J. H. Roberts at Denbigh, North Wales. He was apprenticed to Messrs. Robert Preston and Co., distillers and wine merchants, but did not complete his indentures,



*Bartolotto, Perth.*  
MR. HAROLD EDMOND SMITH.

and after eleven months with this firm left England for Dunedin in 1876. He engaged in various occupations in New Zealand during four years, at the close of which period he crossed the water to South Australia and joined the firm of Messrs. Harris, Scarfe, & Co. in their counting-house, continuing there about three years. In 1884 he came to Western Australia, and was in the employ of Messrs. Sandover & Co. until 1886, when he returned to the Central State. After a short period spent with his old firm in Adelaide he went to Hergott Springs with Messrs. Davey & Pilkington for a time, and in 1890 once more sailed for Western Australia. Here he took charge of the accountancy department for Messrs. Tolley & Company until 1896, when he established himself as a public accountant in Perth, and at a later date was joined in partnership by Messrs. D. J. Goyder and R. A. Wadham, the firm being known as Smith, Goyder, and Wadham. Upon Mr. Wadham's withdrawal it became Messrs. Smith and Goyder, and as such has carried

on ever since. Prior to 1902 Mr. Smith combined with his work for the firm the charge of the private books in connection with the Millars' Kauri and Jarrah Forest Timber Company, and in the above year, when various timber firms amalgamated, he was appointed chief accountant for the Millars' Karri and Jarrah Company (1902) Limited, a position he has continued to hold, this being the largest and most important accountancy position in the State. DAVID JOHN GOYDER is a South Australian, having been born at Adelaide in February, 1862. He was educated at St. Peter's College, and at the close of his school-days entered upon pastoral pursuits at "Minburra Station," owned by Messrs. Bowman Brothers. From there he went to Messrs. Elder and Waite's "Paratoo Station," and experienced in all about four years of station life, the last year being spent as overseer at "Netley Station." In 1883 he became identified with the clerical staff in the office of Messrs. Elder, Smith, & Co., at Adelaide, and continued there for fourteen years, working at station and other books, subsequently being appointed sub-accountant when the firm was floated into a limited liability company. In 1897 Mr. Goyder came to Western Australia and entered into business on his own account as a



*Bartolotto, Perth.*  
MR. DAVID JOHN GOYDER.

public accountant at Fremantle, shortly after joining Mr. H. E. Smith in partnership. His station experience has stood him in good stead, and he acts as secretary and accountant for some of the largest

stations in the State, being also identified in this way with several pastoral companies, this being his speciality. Upon the death of Sir George Shenton he was appointed sole local director for Elder, Shenton, and Co., Limited, and he is auditor for many of the largest city firms in Perth.

FORD, RHODES, CARTER, and DAVIES, accountants and auditors, Forrest Chambers, 62, St. George's Terrace, Perth, and at Mines Chambers, Boulder Road, Kalgoorlie. (Resident Partners:—Perth, F. B. Carter, chartered accountant; Kalgoorlie, W. Davies, incorporated accountant.) The firm under review was originally established in Western Australia as Ford, Rhodes, & Ford. In 1901 Mr. F. B. Carter arrived from England and had control of the Kalgoorlie branch of the business for three years, at the end of which time he was admitted to partnership and the name was altered to its present title. Mr. Carter then took up his residence at the metropolis, whence he exercises sole control over the whole of its transactions in Western Australia. The concern has considerably enlarged its dimensions since its inception in this State and operates over a wide area. In his seventeenth year Mr. Carter became a student of the Institute of Chartered Accountants and was articled to the London firm of Fox, Sessons, and Co. He passed the intermediate examination with honours in 1896, and after achieving success in the final two years later spent three years in the practice of accountancy in various parts of England, during a portion of that time being identified with the firm of Ford, Rhodes, and Ford. Under the latter title this large concern operates in London, Sydney, Melbourne, Johannesburg, Cape Town, and Durban, and as Ford, Rhodes, & Church at 3, Queen Street, Fort, Colombo, while the Western Australian personnel includes Mr. Carter and the Kalgoorlie Manager, Mr. W. Davies. Mr. Carter is Secretary to the Australasian Corporation of Public Accountants, having been elected to fill that office in 1908. He has the interests of the profession at heart and is popular among his confrères. He is associated with the Defence Forces of the Commonwealth and is referred to in the Military Section of this work.

O. L. HAINES & Co., public accountants and auditors, Weld Chambers, Perth (Octavius Lionel Haines, F.S.A.A. (Eng.), F.C.P.A.,



Bartletto, Perth.

MR. OCTAVIUS LIONEL HAINES.

F.F.I.A. (Vic.), F.I.A.W.A.; and Charles Augustus Wylie, F.C.P.A., F.I.A.W.A., A.J.A.V.). OCTAVIUS LIONEL HAINES was born in the year 1864 at Cheltenham, England, and received his education



Bartletto, Perth.

MR. CHARLES AUGUSTUS WYLIE.

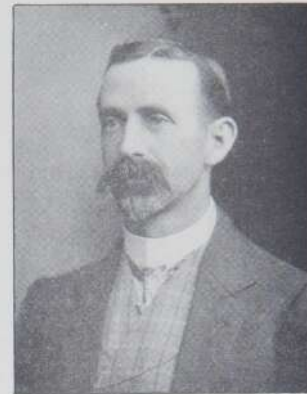
at Cheltenham College. At the conclusion of his scholastic career he acquired his first commercial training in a London office, where he remained for six years, and in 1887 came to Western Australia. Proceeding to Geraldton, he was there

pp2

identified with the firm of Messrs. E. & F. Wittenoom, merchants, but in 1888 he returned to Perth and joined the late Mr. Herbert Hemsley Holman in an accountancy and auditing business, which partnership continued for some nine years. Mr. Holman then retired, and the business was carried on by Mr. Haines under the present style of O. L. Haines & Co. In 1904 he admitted as a partner Mr. C. A. Wylie, who had previously held the position of managing clerk, and this connection has continued ever since. Mr. Haines, who is the oldest established accountant and auditor in Western Australia, is a Fellow of the Society of Accountants and Auditors, England; a Fellow of the Corporation of Public Accountants; Fellow and member of the Council of the Federal Institute of Accountants, Victoria; and Fellow of the Institute of Accountants and Auditors of Western Australia, of which he was the first President. He was for many years a member and Chairman of the Cottesloe Roads and Health Boards and also Chairman of the Executive of the Roads Board Association of the State.

PYE, BURKETT, & Co., public accountants, Weld Chambers, St. George's Terrace, Perth (M. Edward Pye, F.C.P.A., F.I.A.W.A.; John Francis Burkett, A.C.P.A., F.A.I.S.). M. EDWARD PYE was born at Beechworth, Victoria, on January 6, 1877, and educated at St. Patrick's College, Melbourne. In 1895 he joined the staff of Messrs. R. M. Walker & Co., accountants, of Perth and Fremantle, remaining through the changes in the personnel and title of that firm, *viz.*, to R. W. Walker and Gray, and finally to T. Birrell Gray, to whom he acted as confidential clerk and Manager for six years. In 1901 he joined the M. C. Davies Karri and Jarrah Company, Limited, as Secretary and Accountant, which position he held for nearly twelve months before leaving to commence business on his own account at Fremantle. From 1902 to 1910 he practised as a public accountant and auditor and held the position of Secretary to most of the important public and other bodies such as the Fremantle Chamber of Commerce, Netherlands Chambers of Commerce in Australia (Western Australian Branch), Wholesale Grocers' and

Traders' Association, Retail Storekeepers' Association, and many others, several of which he helped to form. Toward the end of 1910 he



Bartletto, Perth.

MR. M. EDWARD PYE.

disposed of his Fremantle connection to Messrs. Ford, Rhodes, Carter, and Davies, and has since devoted his attention to the interests of Messrs. Pye, Burkett, & Co., accountants and auditors, Perth. For the past six



Bartletto, Perth.

MR. JOHN FRANCIS BURKETT.

years he has held a seat on the Council of the Institute of Accountants and Auditors of Western Australia and is a member of the Australasian Corporation of Public Accountants. JOHN FRANCIS BURKETT was born at Echuca,



Victoria, in 1876 and received his education at the local School of St. Mary's. At the close of his scholastic career he was identified with the staff of a public company at Echuca until 1894, and coming to Western Australia in the following year associated himself with Messrs. Alex. Matheson & Co. at Coolgardie. He remained some years with this firm and finally joined the office at Perth, eventually becoming accountant and chief audit clerk, which position he retained until the firm relinquished business in Western Australia. Shortly after his retirement from this connection Mr. Burkett established himself in business at Perth, in conjunction with Mr. M. Edward Pye, and the firm has carried on under the above title ever since. The gentleman under review is Secretary of the Great Ophir Gold Corporation, Limited, Local Secretary of the Westralia United Goldfields, Limited, and Secretary of the Metropolitan Retail Traders' Association. The members of the firm act as auditors for many companies, pastoralists, and businesses throughout the State, and are trade assignees and liquidators. Mr. Burkett is a member of the Institute of the Australasian Corporation of Public Accountants, he holds a seat on the Council of the Society of Accountants and Auditors of Western Australia, and is a Fellow of the Australian Institute of Secretaries.

EATON & LAMB, accountants, auditors, and attorneys, Moss's Chambers, Howard Street, Perth. SIDNEY VICTOR EATON, A.S.A.A., was born at North Adelaide, South Australia, in 1879, and pursued his scholastic studies at Whinham College, North Adelaide. Upon starting life he entered the office of the South Australian Register and continued there for four years. In 1899 he began business on his own account as Secretary for several companies. Two years later he came to Western Australia and accepted a position as accountant with Mr. Arthur H. Shaw, Customs agent, and when this business was taken over by Messrs. Frank Manford & Co. Mr. Eaton remained as Accountant and Manager until 1905. In that year he established himself in practice on his own behalf in the City of Perth, and after three years was joined in partnership by Mr. Charles Henry Lamb, A.C.P.A.,

the new firm carrying on under the above title. Since its inception it has made rapid strides, and Messrs. Eaton & Lamb are now numbered among the leading accountants of Western Australia. In 1909 Mr.



*Bartletto, Perth.*  
MR. SIDNEY VICTOR EATON.

Eaton was appointed Registrar of the Society of Accountants and Auditors of Western Australia, and the firm acts as secretaries, accountants, managers, etc., for various mining companies and other business concerns

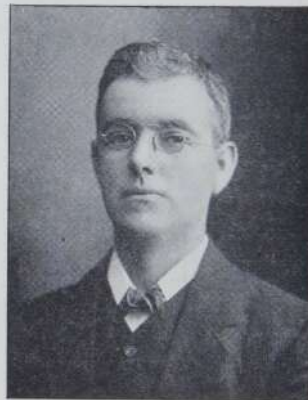


*Bartletto, Perth.*  
MR. CHARLES HENRY LAMB.

in Perth. The gentleman under review for some years filled the post of Secretary to the Lawn Tennis Association of Western Australia. CHARLES HENRY LAMB, A.C.P.A., was born at Dunedin, New

Zealand, in 1882, and is a son of Dr. Wm. Lamb, formerly of that city. After leaving school he went to Victoria with his parents and entered the service of the National Bank of Australasia, Limited, gaining banking and commercial experience for a few years, at the end of which time he came to Western Australia. Shortly afterwards he joined the staff of Messrs. Rankin, Morrison, & Co. as audit clerk and in 1908 entered into partnership with Mr. Sidney Victor Eaton.

WALTER McKECHNIE COLLINS, A.I.V.A., public accountant and auditor, Commercial Union Chambers, St. George's Terrace, Perth, was born at Liverpool, England, in the year 1872. He pursued



*Bartletto, Perth.*  
MR. WALTER McKECHNIE COLLINS.

his scholastic studies in the city of his birth, where also at a subsequent period he was identified for some time with a commercial firm. Coming to Western Australia in 1903, in the following year he sat for the intermediate examination in accountancy and was the first of 300 candidates in Western Australia. In 1905 he passed the final examination and afterwards accepted the position of Secretary to the firm of Bunning Brothers, timber merchants, of Perth, with whom he continued for eighteen months. In 1907 Mr. Collins opened on his own account in Perth as a public accountant and auditor, and in conjunction with his numerous other duties spent a considerable portion of his time in

coaching students in accountancy. In this he proved very successful and before October, 1910, was able to number no less than thirteen passes among his students for the final examinations in connection with the Western Australian Institute of Accountants and the similar institution of Victoria. Mr. Collins is himself an Associate of the Institute of Accountants of Victoria and is a member of the local Council of that body. He has taken considerable interest in municipal affairs and since May, 1911, has occupied the mayoral chair in the Queen's Park Council.

Lieutenant JOHN HENRY FOXWORTHY, A. I. A. A. W. A., A. C. P. A., was born at Fremantle, Western Australia, on May 8, 1888,



*Bartletto, Perth.*  
LIEUTENANT J. H. FOXWORTHY.

being a son of Captain J. H. Foxworthy, of that Port. Upon the conclusion of his scholastic training at the Perth High School he entered the office of J. M. Ferguson, Limited, of Fremantle, as junior clerk, and subsequently served in the firm of Messrs. Mills & Ware for nearly three years. With the object of gaining a thorough experience in all branches of the profession of accountancy he engaged for short terms with several of the leading firms of accountants and merchants, among whom were included Messrs. Henry Wills & Co., of Phillimore Street, Fremantle, and Messrs. Pye, Burkett, & Co., accountants, of St. George's Terrace, Perth. He was successful in winning the first gold medal granted by the Fremantle

Chamber of Commerce for highest marks and general proficiency in accountancy at the examination held in June, 1905, under the auspices of that body. In 1909 he was admitted to the Institute of Accountants and Auditors of Western Australia, and in the same year the Australasian Corporation of Public Accountants granted him an Associateship, and he also received his diploma from the English Institution of Certified Public Accountants. He began his military career in 1909, when he was gazetted Lieutenant, and at present time is attached to the 11th Australian Infantry Regiment, most of his leisure time being given to his duties in connection with his regiment. He is, however, fond of the game of lacrosse and is a loyal member of the fraternity of Freemasons, being associated with the Fremantle Lodge, No. 2, W.A.C.

HAROLD JOSEPH PLATT, F.C.P.A. (Lond.), A.S.A.A.W.A., public accountant and auditor, 53, St. George's Terrace, Perth, is a Victorian, having been born at Essendon, in that State, in the year 1886. In 1898 he arrived in Western Australia, and after concluding his studies at the Scotch



*Bartletto, Perth.*  
MR. HAROLD JOSEPH PLATT.

College, Perth, became initiated into commercial pursuits at the large emporium carried on by Messrs. E. S. Wigg & Son in this city. From there he passed into the counting-house of Messrs. Matthew Goode & Co.'s warehouse, and after two years' experience with this well-

known firm was employed for a similar period in the office of Messrs. Charles Dunkley & Co., merchants and indentors, of Perth. At the age of twenty he opened on his own behalf as an accountant and auditor, and in May, 1910, received his degree of Fellow of the Corporation of Public Accountants, London, a year later being admitted as an Associate of the Society of Accountants and Auditors of Western Australia. He has steadily made his way in the commercial world of the great Western State, and at the present time acts as auditor to about forty well-known firms, besides filling the position of Secretary to the Davies Franklin Agency, Limited, the Western Australian Boot Manufacturing Company, and to Dr. Frank Andrew. Mr. Platt is also auditor to the North Perth Council. In addition to the other branches of his profession, he carries on a shipping and Customs agency, and may be looked upon as one of the progressive business men who are bound by means of their ability and up-to-date methods to rise to the pinnacle of their profession.

GEORGE EDWARD PROUT, J.P., C.A., F.C.P.A., F.C.I. (Lond.), public accountant and auditor, mining and general commission agent, licensed Customs and forwarding agent, house, land, and estate agent, 21, High Street, Fremantle, was born at Williamstown, Victoria, in 1864. He pursued his scholastic studies at State schools in Victoria and Queensland and by private tuition, and subsequently was engaged in accountancy, mercantile, and pastoral pursuits. In 1896 he came to Western Australia and joined Mr. T. Birrell Gray, accountant and auditor, at Fremantle, in conjunction with whom he obtained and carried to a successful issue the railway advertising contract for a period of five years. Mr. Gray died in 1901, and the business was taken over from his widow by the gentleman under review, who has held it ever since. Mr. Prout's operations are wide and varied, and the scope of his business necessitates his travelling over the length and breadth of the State several times each year. He conducts the audits for many of the largest firms in Fremantle and various parts of the State, is largely interested in pastoral and agricultural concerns in the Yilgarn district, and since 1903 has combined

a Customs, shipping, and forwarding agency and a land, estate, and general commission agency with the other departments of his business. He is the chief agent for the London and Lancashire Fire Insurance Company at Fremantle. Mr. Prout, who holds diplomas in accountancy from various British institutions, received a commission of Justice of the Peace in July, 1908. He is an enthusiastic Freemason and holds the rank of Past Grand Treasurer of the Grand Lodge of Western Australia, as well



*Bartlett.* *Perth.*

MR. GEORGE EDWARD PROUT.

as many other offices in various branches of the craft. He is Past Grand Master of the Protestant Alliance Friendly Society, Past Grand Master of the Grand United Order of Oddfellows, and is a member of the Independent Order of Good Templars of many years' standing.

QUINTEN HOBBDEN JAMES, F.C.P.A. (Lond.), of Messrs. Q. H. James & Co., public accountants, 4 and 5, Brookman's Building, Barrack Street, Perth, is a native of this city, where he was born in December, 1887. He received his early education at the then Perth Grammar School (now closed) and the public schools of Perth, completing his studies in London. Upon his return to Western Australia he became connected with the firm of Messrs. L. A. Woolf & Co., accountants, of Perth, with whom he remained for a period of seven years. In 1908 Mr. James established himself in professional practice on his own behalf, and has already won the confidence of the

public in a marked degree. A considerable amount of the trade assignment work is conducted by him, and he also acts as attorney for beneficiaries under wills and settlements. Mr. James conducts the audits of



*Bartlett.* *Perth.*

MR. QUINTEN HOBBDEN JAMES.

several well-known firms and companies in Perth, and also has a fair country practice. Mr. James has representatives in Adelaide, Melbourne, and Sydney.

MAURICE HAMILTON JOSEPH OTTO, F.S.P.A., public



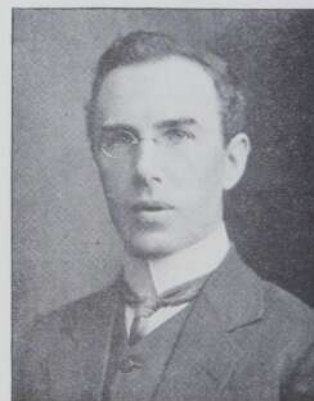
*Bartlett.* *Perth.*

MR. MAURICE HAMILTON JOSEPH OTTO.

accountant, New Zealand Chambers, St. George's Terrace, Perth, was born at Albany, in this State, in

December, 1883. At the close of his school-days he began his commercial career in the office of Messrs. Moulton & Hayward, Customs and forwarding agents, and during the period spent with them became conversant with all branches of the business. In 1905 the firm was floated into a limited liability company under the style of J. H. Moulton & Co., Limited, and Mr. Otto received the appointment of Secretary, which he retained until 1909, in which year he resigned and started in practice on his own behalf as a public accountant in Perth. He took a prominent part in the formation of the Society of Public Accountants and Auditors of Western Australia (Incorporated), and fills the office of Secretary to that body. He is Secretary of the Western Australian Pottery Company, Limited, and of the West Cycles Company, Limited, and is rapidly winning his way to the leading ranks in his profession.

WILLIAM HUGH DUNN, public accountant, estate agent, and auctioneer, 4 and 5, Royal Insurance Buildings, St. George's Ter-



*Bartlett.* *Perth.*

MR. WILLIAM HUGH DUNN.

race, Perth, was born at Ballarat, Victoria, early in the year 1881, and received his scholastic training at the local High School. At the conclusion of his studies he spent seven years in the counting-house and warehouse of the well-known Ballarat merchants, Messrs. Harry Davies and Co., finishing as sub-accountant. In December, 1901, Mr. Dunn came to Western Australia to take in charge of the office of the busi-

ness firm of Messrs. Charles Moore & Co., and after two years in this connection resigned to accept the post of financial manager for Messrs. T. F. Elliott & Co., merchants, of Kalgoorlie and Coolgardie. He returned to Perth in May, 1905, under engagement to the Economic Stores, Limited, as Secretary, which position he resigned in March, 1909, to commence business on his own account, as above. Since then Mr. Dunn has made good headway in his profession, and is acquiring an influential clientele. He is associated with Peet & Co., Limited, and has prominent connection with many public bodies, notably the Australian Natives Association and has occupied the position of General Treasurer with a seat on the Directorate of this Institution for the past two years. Mr. Dunn is a Fellow of the Society of Public Accountants of Western Australia.

his services to the firm of Messrs. Langton, Holmes, & McCrindle, accountants and auditors, of the same city, and some years later sailed for Western Australia, where he arrived



Bartletto,

Perth.

MR. ERNEST WILLIAM WAUGH.

ERNEST WILLIAM WAUGH, F.S.P.A., W.A., Perth, is a son of the late Rev. Doctor James S. Waugh, President for eighteen years of Wesley College, Melbourne, at which institution the gentleman under review was born on November 11, 1870, and where he also received his education. At fifteen years of age he entered commercial life in the firm of Messrs. Munro & Baillieu, auctioneers, land and estate agents, Melbourne, with whom he spent five and a half years. He next transferred

in 1891. Almost immediately Mr. Waugh proceeded to "Moorarrie Station," on the Upper Murchison, the property of the late Mr. J. H. Menger, where he gained a great deal of valuable pastoral experience, enhancing this by periods of residence on surrounding stations. Eventually he took the position of overseer on Mr. Frank Wittenoom's "Booldardy Station," and remained there in that capacity for three years. He then turned his attention to the mining industry, being connected with the

Woodly's Reward Claim, Rothesay, Great Boulder Perseverance, Central, and West Boulder Mines, and Hannan's Crushing Company. Leaving the fields in 1898, he joined the house of Dalgety & Co., Limited, at Fremantle, and for five and a half years served in the accountancy department of the firm. In 1903 he resigned in order to renew his association with Mr. Frank Wittenoom, as manager of his business affairs in Perth, and at the same time began to practise as an accountant and auditor on his own account. Having fulfilled all the requirements of the Board of the Society of Public Accountants and Auditors of Western Australia, he was admitted as a Fellow of that institution. He has met with every encouragement in his profession, and has continued very successfully up to the present time. Mr. Waugh for three years occupied a seat in the North Perth Municipal Council, during which period he acted as treasurer to that body, but ultimately was obliged to retire on account of the pressure of his business claims. He is a local Director of the United Insurance Company, Limited. He is interested in sport, and has filled the office of Chairman of the Western Australian Cricket Association, also being a member of the committee dealing with the ground management. He has been President of the North Perth Bowling Club for the past two years. In 1900 he married Emma, daughter of the late George Austen, contractor, of Prahran, Victoria, and has three daughters.



## Master Builders and Contractors' Association.

This Association, which is registered under the Industrial Conciliation and Arbitration Act, consists of master builders and contractors, all of whom are employers within the meaning of that Act. At the present time the constitution and rules of the Association and its cognate bodies are under consideration, more especially as the Amending Arbitration Bill now before Parliament may require certain alterations and adjustments to be made. The present objects of the Association are—

- (a) To protect its members in the fair and proper execution of such works, or supplies, as they may from time to time contract for.
- (b) To protect the interests of its members from undue aggression and excessive State interference.
- (c) To watch legislation affecting its members and proposed measures in the same direction.
- (d) To adopt whatever procedure may be considered advisable in the interests of members.

SHIRLEY WHITE, J.P., President of the Master Builders and Contractors' Association, was born at Prahran, Victoria, on March 8, 1863, and is a son of the late Mr. W. B. White, Veterinary Surgeon, of that place. Having concluded his scholastic training, he served his apprenticeship to the plumbing trade and after a four years' course began business on his own behalf at Melbourne, where he carried on until 1893. During that year he came to Western Australia and proceeding to Coolgardie established himself there as plumber and contractor after some fruitless efforts in the mining industry. He built several of the first condensers on the goldfields and among other works of importance erected the Coolgardie Chamber of Mines and the Coolgardie Club Buildings. After about nine years' residence at this centre he made an extended trip to England and sailing for South Africa in 1903 there joined in partnership with Mr. Sherlaw whom previously he had known for many years in Coolgardie. The firm carried on business for a couple of years at Johannesburg, Bloemfontein, and The Springs, and ultimately in 1904 became established as builders and

contractors in Western Australia. They have made a speciality of sewerage work in this country and carried out the greater part of the sewerage contracts for the metro-



Bartolotto,

Perth.

MR. SHIRLEY WHITE.

politan area during the period following their arrival in the State. Mr. White has always interested himself in the affairs of the districts

- (e) To assist each member of the Union when required in preparing evidence for the defence of their interests before the Arbitration Court or Conciliation Board.
- (f) To act jointly with or without the co-operation of other public bodies in representing the interests of members before the Government, and, if necessary, the State or Federal Parliament.
- (g) To regulate the rate of wages and transact any other business that may arise between members and their workmen, subject to the provisions of the "Industrial Conciliation and Arbitration Act, 1902."

Should any drastic alterations be made in the constitution or objects these will be referred to in the second volume of this work.

The Association consists of about 100 members, the President being Mr. Shirley White and the secretary Mr. W. B. Shaw.

in which he has resided and was a member of the Coolgardie Municipal Council for four and a half years. Since becoming a resident of Perth for three years he occupied a seat on the Subiaco Council and has held the office of Mayor for a period of two years. He is a member of the Fire Brigade Board and of the Children's Hospital Committee, besides displaying a practical interest in various other public institutions. He is Treasurer of the Builders' Exchange and of the Master Builders' Association of which in July, 1911, he was elected President. In athletic circles he has been well known, and in his younger days was a keen cricketer and footballer. He is now Vice-President of the Subiaco Football Club, but devotes his own leisure hours to the game of bowls and is Vice-President of the Muller Park Bowling Club. A lover and owner of well-bred horses, he is usually a competitor in the trotting events in conjunction with the Royal Shows and other functions, and has had the honour of winning many prizes with his thoroughbreds in this section. Mr. White married a daughter of Mr. George Williams, mining engineer, late of the Golden Horseshoe Mine, a lady well known

in Perth for her great practical interest in the sacred cause of charity. He has four sons and three daughters.

**SIMON BREMNER ALEXANDER**, builder and contractor, 65, Brewer Street, East Perth, is a son of the late Mr. D. Alexander, farmer, of Wick, Scotland. He pursued his scholastic studies in his native town until, reaching the age of sixteen years, he was apprenticed to the carpentering trade. Upon the completion of his indentures he came to Australia and settling in Sydney was engaged in the various branches of the building trade during a period of twelve years, and for a considerable time carried on business on his own account as a builder and contractor in the Harbour City. In 1897, attracted by the glowing reports of the bright prospects of Western Australia, Mr. Alexander came to this State, and since that time has been identified very closely with the growth and progress of the City of Perth. His first contract was undertaken within a month of his arrival, and among the more important works with which he has since been entrusted may be mentioned the Fremantle Railway Station



*Bartletto, Perth.*  
MR. SIMON BREMNER ALEXANDER.

buildings, the A.U.S.N. offices, Fremantle, the Police Court Buildings in Beaufort Street, Perth, the Perth Modern School, extensive additions to the Museum Buildings, and many mercantile offices and warehouses all over the city. Mr.

Alexander held office for three years as President of the Master Builders' Association. He is the proprietor of the Donnybrook Freestone Quarries, the stone from which is used in the principal buildings nearly all over the State. He devotes his hours of leisure to amateur gardening, and the flower-beds surrounding his pretty home at North Perth show ample reward for the health-giving labour he has expended upon them. In 1895 he married Jane, daughter of Mr. Thomas Norman Kessell, of Brookton, Western Australia, and has two sons.

**LEO FREDERICK ATKINS**, who manages the building portion of the business of Mr. William Atkins, builder and contractor, Lake Street, Perth, is a son of Mr. William Atkins, and was born at Tarradale, Victoria, on September 26, 1879. He came to Western Australia with his father at a very early age and was educated at the Perth High School. Subsequently he spent a short time in the office of the New Zealand Insurance Company, and left this employ to learn the building and carpentering trade under his father and Mr. Law, who were then in partnership. Having become proficient in all branches of the business he specialized in the manufacture of reinforced concrete piping, patented by the Monier Proprietary Company, and spent several years in charge of the industry in this State. At the present time he is superintending the building contracts and operations of the firm of William Atkins, and in addition to this business is personally interested in the farming industry, owning a large estate at Korrelocking, where the production of cereals is studied to some purpose. Mr. Atkins is a supporter of all forms of manly outdoor sport, but renders special allegiance to football, which he considers well worthy the attention of the man of pluck and muscle.

**BENJAMIN THOMAS BRADLEY**, of the firm of Bradley and Rudderham, building contractors, Fremantle, was born in Gloucestershire, England, on February 8, 1855, and is a son of the late Mr. William Bradley, of the same place. He attended a school in his native village of Miserden and subsequently entered upon the

building trade, which he has followed ever since. In 1882 he crossed the seas to New Zealand, and two years later came to Australia, spending ten years in Melbourne. During the great depression in trade in that State Mr. Bradley came to Western Australia and settled in Perth. Ultimately in 1895 he took up permanent residence in East Fremantle,



*Bartletto, Perth.*  
MR. BENJAMIN THOMAS BRADLEY.

at the close of another decade joining his present partner, Mr. E. Rudderham, in business, and this firm has been responsible for some of the largest buildings erected in Fremantle since 1905. Among these are included the Commercial Hotel, High Street, *The West Australian* Office, *The West Australian* Buildings, next Post Office, Market Street, the terrace of shops in High Street for the Davies Estate, additions to the Economic Stores, and a large number of other shops and offices, besides structures of a residential nature. Mr. Bradley is of a retiring disposition and cares but little for the diversions offered by the various sporting and athletic bodies, preferring rather the quiet of his domestic hearth and the recreation offered by his growing family. His marriage took place in 1895 with Alice, daughter of Mr. James Campbell, of Tottenham, London, and he has three sons and three daughters.

**ARTHUR WILLIAM BROWN**, J.P., builder and contractor, 53, Kimberley Street, Leederville, is a son of the late Mr. William Joseph

Brown, contractor, of Kent, England, and was born on January 3, 1871. Coming of a family of contractors through several generations, upon leaving school he entered the building trade and spent three years in mastering the details of that calling. He left England for Australia with his parents in 1887, and settling in the Western State served his articles for two



*Bartolto, Perth.*  
MR. ARTHUR WILLIAM BROWN.

years with Mr. G. K. K. Bond, architect, during which term he went thoroughly into the artistic and theoretical side of the building trade. He then joined his father in business and proceeded to Victoria, where the partnership between father and son was carried on for over five years. At the end of this period, in 1895, he returned to the Western State, and finding trade prosperous was followed by Mr. Brown, sen., who died four years later. Since that time the gentleman under review has carried on the business on his own account, and in the course of his career has specialized in the building of villa residences, many of the finest dwellings of this description which grace the prosperous and growing suburbs of Perth being of his erection. Among other works carried out by the firm are the Baptist Church, Perth, the Methodist Church, Guildford, the Bank of Australasia at Fremantle, and a number of shops and warehouses round the metropolis. Mr. Brown has always been a studious observer of men and things and has given some attention to the matter of municipal

government. For four years he occupied the office of Mayor of Leederville and prior to that served for some time in the Council Chamber of that municipality, the status of which was raised during his mayoralty from nine to twelve councillors. He has been a member of the Lake Monger Board and has also occupied a seat on the Board of the Children's Hospital. A member of the Masonic craft he is also a keen temperance advocate on rational lines and was Worthy Patriarch of the Lodge of the Sons and Daughters of Temperance. In the past he was interested in horticulture and for a considerable time was concerned in a fruit-growing enterprise at Mildura, on the River Murray, and more recently in Western Australia, but through pressure of business claims he was obliged to relinquish these interests. In outdoor sport he devoted a good deal of time to cricket in earlier days. He is a lover of music, himself possessing both instrumental and vocal accomplishments. In 1896 he married Annie Margaret, daughter of the late Mr. John Henderson, of Victoria, and has a son and two daughters.

JAMES BROWNLIE, builder and contractor, member of the Master Builders and Contractors'



*Bartolto, Perth.*  
MR. JAMES BROWNLIE.

Association, Perth, was born at Glasgow, Scotland, on August 7, 1863, being a son of the late Mr. John Brownlie, of that city. He

was educated in his native town, and early in his teens became apprenticed to the trade of carpenter and joiner, serving a five years' term. In 1885 he took passage for New South Wales, and was engaged as a builder in that State for a period extending over seven years. In 1892 he came to Western Australia, perceiving excellent openings for his trade in the rapidly-rising State. After working at his calling for some years, in 1900 he began operations on his own account, establishing himself at Fremantle, where he has since continued. Contracting of a general character has occupied the whole of his time, and many of the newer residential, mercantile, and commercial buildings in the town and its suburbs have been erected under his supervision. He has been a member of the Master Builders and Contractors' Association almost since its inception.

DAVIS, HANKINSON, & CO., contractors, boring engineers for artesian water and minerals, machinery and manufacturers' agents, T. and G. Chambers, St. George's Terrace, Perth. (Matthias John Davis, Frederick William Hankinson, and Frederick Kopke.) This well-known firm was founded at Perth with its present personnel in 1895, and its business has been successfully carried on by the partners ever since. From its inception the attention of the firm has been mainly directed to the putting down of bores, by means of which the development of the resources of the country in the mineral, pastoral, and agricultural districts is so materially assisted. Most of the principal bores in the State for artesian water and coal have been sunk by this Company, which has specialized in this direction. In addition it has carried out numerous contracts for the Public Works Department, particularly in connection with the construction or improvement of jetties and bridges, notable among which have been the extension of the jetties at Bunbury and Geraldton and many of the permanent-ways connected with the tramways service at Perth. General contracts of a varied nature have also been successfully engaged in by the firm, and an important branch of the business is its machinery department, the Company being agents for a number of manufacturers in England and

America. The partners are also interested in the pastoral industry of the State, owning a station property in the Gascoyne district comprising about 200,000 acres of leasehold, which is devoted to sheep-raising purposes. The members of the firm are connected with the Master Builders and Contractors' Association, the Builders' Exchange, the Perth Chamber of Commerce, and the Pastoralists' Association of Western Australia. MATTHIAS JOHN DAVIS is a son of the late Mr. William Charles Davis, of Poole, Dorsetshire, England, and was born at that town on June 9, 1861. He received his education in the South of England, and having reached the age of sixteen entered upon a clerical position in a commercial office which he retained for eight years. In 1884 he left the Old Country for Australia, and arriving in Melbourne joined the Victorian Government Service in the Engineering Survey Department. Subsequently he engaged in a course of study in engineering, and gained considerable practical experience in this and general survey work in connection with railway construction in Victoria. He next went to New Zealand, where he spent a couple of years in the construction of roads and bridges under the Government,



*Bartolito, Perth.*

MR. MATTHIAS JOHN DAVIS.

by whom also he was employed in other engineering work. In 1895 he came to Western Australia and shortly afterwards entered into the partnership above referred to, which has continued unbroken up to the present time. He is a member of

the Western Australian Institute of Engineers. His leisure is devoted to the popular game of bowls, and he is connected with the King's Park Bowling Club, besides which he is a great reader, his choice falling chiefly upon works of a scientific character. FREDERICK WILLIAM HANKINSON, of the firm of Davis, Hankinson, & Co., boring contractors, etc., St. George's Terrace, Perth, was born in Melbourne, Victoria, on January 10, 1863. He is the eldest son of the late Mr. Peter Hankinson, of that city, and received his scholastic training in his native place. At the age of fifteen he embarked upon a mercantile career, entering a city office, where he spent ten years. In 1888 he took a trip to England, and returning a year later joined the firm of J. Falkingham & Sons as paymaster and



*Bartolito, Perth.*

MR. FREDERICK WILLIAM HANKINSON.

bookkeeper on their Great Southern Railway contract in Gippsland, Victoria. While engaged in this connection he came into contact with Mr. Davis, his present partner, the result of this meeting being the long and successful partnership which was arranged a few months later and has continued ever since. In 1900 Mr. Hankinson again visited England and took advantage of the time at his disposal to travel through the European Continent, where he made a study of the newest and most up-to-date methods in vogue in connection with his calling. The firm established itself in Perth in 1895 and since that period has pursued a very successful career, proving itself thoroughly reliable and obtaining a

firm footing in the rising State. Mr. Hankinson is a member of the Masonic fraternity and is connected with the local Club. He is a home-loving man and spends most of his leisure in gardening pursuits at his residence at Claremont. In 1900 he married Edith, third daughter of the late Mr. Charles Ford, of Melbourne, Victoria, and has two sons. FREDERICK KOPKE is a Victorian, having been born at Winder-



*Bartolito, Perth.*

MR. FREDERICK KOPKE.

mere, in that State, on January 14, 1860. He is a son of the late Mr. L. H. Kopke, of that town, where also he received his scholastic training, and at fifteen years of age became engaged in farming pursuits. Having attained his majority he took steps to acquaint himself with the methods of boring, which at that time was done by hand in the famous Madame Berry mining district, the object of search being gold. Twelve months later he accepted employment in the Government Service as a prospector for coal with the diamond drill, and spent four years in this work, in 1885 accepting a similar post under the Queensland Government, which he retained for two years. In 1888 he resumed his connection with the Victorian State authorities, and having been engaged for three years at Broken Hill relinquished this service and for a short time was identified with a private firm in New South Wales which was boring for water in the Moree district. In 1897 he arrived in the Western State and joined Messrs. Davis and Hankinson in the formation of the present business.

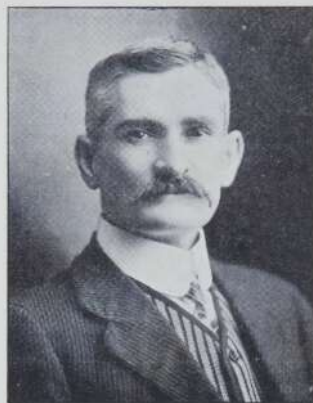


Mr. Kopke is associated with the fraternity of Freemasons and is a member of the Masonic Club. For recreation he resorts to the bowling green, and is connected with the Carnarvon Bowling Club. In 1903 he married Edith, daughter of the late Mr. Henry Ogborne, of Kew, Victoria, and has two sons.

**WILLIAM FAIRWEATHER**, builder and contractor, 137, Hamersley Road, Subiaco, is a son of Mr. W. Fairweather, of Dollar, Scotland, and was educated at the Dollar Academy, that well-known scholastic institution on the borders of the Highlands. When eighteen years of age he entered the building trade under the tuition of Mr. James Crawford, a builder of his native town, and five years later came to Queensland, where he spent twelve years in the exercise of his calling. When the excitement of the Coolgardie gold rush drew the representatives of every department of life to the fields he sailed with many others for the West, and started as a builder and contractor right in the centre of the gold-mining industry on those distant areas. After a period of six years he came to Perth in 1900 and established himself at the capital, where he has carried out many important contracts, among which may be mentioned the North Perth Monastery. He occupies a seat on the committee of the Builders' Exchange and is a member of the Master Builders' Association. Mr. Fairweather takes his recreation on the Subiaco Bowling Green, of which Club he is a member. He married in 1891, Annie, daughter of the late Mr. Michael Yates, of Glasgow, and has two daughters and a son.

**JAMES FINLAY**, of the firm of Messrs. Franklin & Finlay, timber merchants and contractors, 697, Wellington Street, is a son of Mr. George Finlay, now living in retirement at Roseville, near Sydney, New South Wales. He was born at Grafton, in the Mother State, on October 31, 1862, and having completed his scholastic education at the local public school, when sixteen years of age started work in the sugar and saw-mill belonging to his father. While engaged in this occupation he also assisted his father in the building trade, and having

reached man's estate took a position for a short time in the Sydney Steam Saw and Turnery Works. Relinquishing this connection he turned his attention to the carpentry branch of his old trade and pursued his calling at Bowral, having removed to this resort for the benefit of his health. Subsequently he



*Bartletto, Perth.*  
MR. JAMES FINLAY.

proceeded to Goulburn and accepted the post of foreman in the business of Mr. J. T. Franklin, whose biography appears in the municipal section of this work. This step eventuated in a partnership—which has continued unbroken up to the present time—between the two gentlemen in 1892, and a decision being made to come to Western Australia the firm established itself in Perth in January, 1896, since when it has carried out many large contracts and important works. Mr. Finlay is a member of the Masonic craft and is a Master Mason. His prowess at the game of bowls is well known on the green, and in the present year (1911), in conjunction with Mr. J. Hammill, he won the champion pairs of the State; he is a foundation member and Past President of the North Perth Bowling Club. In 1888 Mr. Finlay married Louisa, daughter of the late Mr. John Smith, of the Clarence River, New South Wales, and has two sons and four daughters.

**ALEXANDER CRAWFORD FINDLAY**, builder and contractor, Mary Street, Highgate Hill, is a son of the late Mr. George Findlay,

builder, of Glasgow, where the subject of this sketch was born on October 31, 1861. When two years old he was brought to Australia by his parents, and subsequently attended various public and private schools in Victoria. At an early age he received an insight into the calling followed by his father, and by degrees mastered all the details of the building trade, the business being carried on by his elder brother after the death of Mr. Findlay, sen., in 1879. Some years later he was taken into partnership, and upon the decease of his brother in 1887 the conduct and responsibility of the whole business devolved upon the subject of our memoir. His work lay chiefly in the western district of Victoria from the centres of Hamilton and Portland, and many public buildings, shire halls, and business premises are standing to-day as witness to the credit of the builder. A season of depression in the trade consequent upon the bursting of the land boom, together with the prospects of a new era of prosperity in the Western State, prompted Mr. Findlay to come to Perth in 1894,



*Bartletto, Perth.*  
MR. ALEXANDER CRAWFORD FINDLAY.

and since that year he has pursued his calling in Western Australia. Shortly after arrival he joined in partnership with Mr. W. R. Lakey, with whom he maintained an unbroken connection until the retirement of the latter gentleman in 1909. The firm very soon established its reputation and became closely identified with the growth and progress of the capital, being engaged in the erection of such

buildings as Empire Buildings, the Public Library, Emanuel Buildings, "Furnival's" Chambers, the Old Men's Home, additions to Messrs. Goode, Durrant, & Co.'s warehouse, Elder Buildings, and many others both in and out of the metropolis. Since the retirement of his partner Mr. Findlay has continued the work so ably conducted in the past, and his sphere of activity has not yet been eclipsed. He is a member of the Masonic craft and of the Western Australian Rowing Club, while his connection with the Mount Lawley Bowling Club and the Perth Rifle Club indicates the direction of his chief diversions, rifle-shooting especially having engaged his attention in the past, when he was one of the leading rifle shots in the various clubs in which he has held membership, and won several trophies and badges. In 1891 Mr. Findlay married Florence, only daughter of Mr. James Lamb, of Ballarat, Victoria, and has a son.

**ROBERT ALEXANDER GAMBLE**, builder and contractor, Grosvenor Road, North Perth, is a son of the late Mr. John A. Gamble, of Lyndhurst, Victoria, and was born at that town on September 12, 1870. He received his early education in



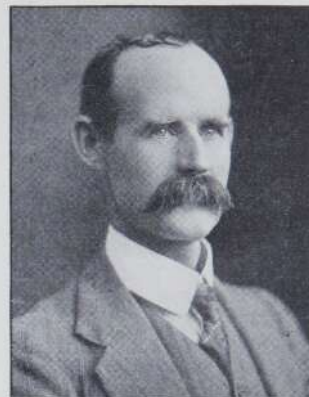
*Bartletto.* *Perth.*  
MR. ROBERT ALEXANDER GAMBLE.

his native place, and concluding his studies at Melbourne he began commercial life by entering a broker's office in the latter city. Desiring outdoor life, and with ambitions for an independent career, he became apprenticed to the plastering trade, and at the same time attended a

school of instruction on matters connected with building. Before attaining to man's estate Mr. Gamble launched out on his own account, undertaking sub-contracts which he carried on with a fair amount of success until trade became dull as a consequence of the fall of property values resulting from the bursting of the land boom in Victoria. He then temporarily retired to his father's farm near Lyndhurst, and in 1897, encouraged by the tidings of prosperity in the Western State, left his native soil to establish a footing in the rising metropolis of Perth. After working at his trade for three years he opened in business on his own account as a builder and contractor, and amid the ups and downs of industrial life has always succeeded in maintaining his stand among his fellow-craftsmen in Western Australia. The demand for residential structures consequent upon the ever-increasing community has caused him to specialize in this class of work, but he has also been responsible for several ecclesiastical edifices, *viz.*, the Congregational and Presbyterian churches at Claremont and the Presbyterian and Baptist churches at North Perth. He also built the Methodist Ladies' College at Claremont. In addition to his building connection Mr. Gamble has interests in the farming industry and owns a property near Wongan Hills, which it is intended to devote chiefly to the production of wheat and wool. He takes more than passing interest in matters affecting the general good of the community in which he resides, and served a term of three years as councillor for North Perth, subsequent to which he was twice elected Mayor of that Municipality. He is a member of the North Perth Bowling Club. In 1897 Mr. Gamble married Catherine Sarah, daughter of the late Mr. John Carton, of the Western district of Victoria, and has four sons and two daughters.

**HENRY GUTHRIE**, builder and contractor, 483, Newcastle Street, Perth, is a son of the late Mr. David Guthrie, one of the pioneer citizens of Perth, in which city the gentleman under review was born on October 29, 1869. He pursued his educational training at the Government schools until nineteen years of age, when he was apprenticed to the carpentering trade and served a term of eight years under

Mr. Alfred Lee, of this city. At the end of this period, beginning in a modest way on his own account, Mr. Guthrie laid the foundations of his present large contracting business, which he has carried on without a break ever since. The Grand Central Coffee Palace and Messrs.



*Bartletto.* *Perth.*  
MR. HENRY GUTHRIE.

Brennan Brothers' large premises stand witnesses to his credit, also the four-storied warehouse in Queen Street of Messrs. Mortlock Brothers and the fine warehouse of Messrs. Beath, Schiess, & Felstead in Murray Street, besides many other commercial and private buildings all over the State. Mr. Guthrie is a member of the Masonic craft and is well known in racing circles, being himself an owner of racehorses and a member of the Western Australia Turf Club. He married in 1890 and has a family of three daughters.

**CHARLES HERBERT HATSWELL**, builder and contractor, Leederville, is a son of Mr. G. W. Hatswell, who followed the same calling in Melbourne for many years. He was born at Adelaide, South Australia, on January 16, 1877, and at the close of his scholastic education, at fifteen years of age, entered upon the same walk of life as his progenitors, learning the trade under his father in Victoria. He gained a varied experience in his early years which has stood him in good stead, but in the Eastern States, as since his arrival in Western Australia in 1897, he has given the chief of his

attention to buildings of a domestic character. In 1905 he established himself in business on his own behalf and has since carried on as a builder and contractor at McCourt Street, Leederville, with very satisfactory results. He interests himself in the moral good of the community and is an enthusiastic worker in the cause of temperance, having held many positions of honour in the various organizations to this end that he has aided by his efforts and sympathy. He is at present Senior Trustee of the Sons of Temperance



*Bartletto.* *Perth.*

MR. CHARLES HERBERT HATSWELL.

Lodge at Subiaco. His chief diversion is rifle-shooting, and he has met with more than moderate success in this line of sport, being the fortunate winner of a large number of trophies. Much of the success of the local Rifle Club is due to his co-operation and active furtherance of its affairs by a conscientious discharge of his duties as Hon. Secretary. In 1905 Mr. Hatswell married Isabella, daughter of Mr. Samuel Ward Rule, of Melbourne, Victoria, and has two sons.

J. HAWKINS & SON, contractors, 146, Newcastle Street, Perth. (James Hawkins and John Bearne Hawkins.) JAMES HAWKINS, Sen., partner in the well-known contracting firm of Messrs. J. Hawkins & Son, was born at Halberton, Devon, England, and left his native land for Australian shores in 1886. After nine years, during which he worked

at his calling in the other States of the Commonwealth, he came to Western Australia, and since that time has carried on a thriving business in the metropolis of this State.



*Bartletto.* *Perth.*

MR. JAMES HAWKINS.

Messrs. J. Hawkins & Son have placed to their credit many of the more important buildings that grace the streets of the city, having carried out the contracts for the King Edward Hostel, the Western Austra-



*Bartletto.* *Perth.*

MR. JOHN BEARNE HAWKINS.

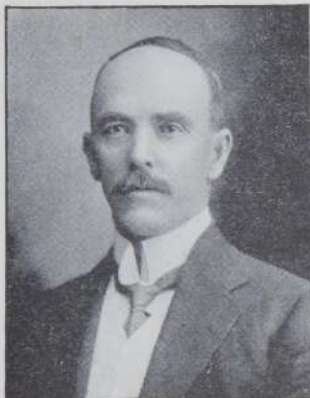
lian Club buildings, Weld Chambers, and the National Mutual Life Assurance offices, and are at present engaged on several large contracts. The gentleman under review is a member of the Masonic craft and

for half a century has been associated with the Independent Order of Oddfellows, in which he has held all its honours and offices. He married Elizabeth, daughter of Mr. John Bearne, of Newton Abbot, England, and has a surviving family of three sons and four daughters. JOHN BEARNE HAWKINS, junior partner in the above firm, was born at Dawlish, Devonshire, on October 19, 1873, and received his education at the Teignmouth Grammar School. When fourteen years of age he came to Australia with his father and followed the building and contracting trade in conjunction with that gentleman, who admitted him into partnership in 1896. Since coming to the Western State in 1895 he has taken a very active part in the conduct of the business, which is known as one of the leading concerns of its kind in Perth. Mr. Hawkins spends most of his spare hours in piscatorial pursuits, to which sport he is greatly addicted. He married in 1901 Ada Margaret, daughter of Mr. R. J. Donnelly, of Perth, and has three daughters and three sons.

JOSEPH DAVIDSON HOS-SACK, builder and contractor, Goldsworthy Road, Claremont, is a son of the late Mr. John Hossack, master mariner, of Sunderland, England, in which county he was born on August 12, 1851. He attended the Villiers Street Academy, and upon leaving school, at the age of fourteen, entered the shipping yards of Mr. Joseph Thompson, shipbuilder, of North Sunderland. After remaining here for some time he was apprenticed to the house joinery trade, seven years later being appointed foreman of his firm's works. He next went to sea as carpenter on a brig trading in the Mediterranean, and accompanied the vessel on a longer voyage to Australian waters. Contracting fever, he landed at Fremantle to enter the hospital, and finding upon recovery that the boat had departed remained in Western Australia. For a year he worked as journeyman, after which he opened in business on his own behalf as a builder and contractor, and with the exception of a period devoted to the mining industry has continued successfully in this calling ever since. In 1902 he revisited England and renewed his acquaintance with the scenes of his boyhood days, returning to his

adopted country after a lapse of a few months. Mr. Hossack is a member of the Master Builders and Contractors' Association. He married in 1879 Hannah, daughter of the late Mr. Thomas Briggs, of Fremantle.

**ROBERT OSWALD LAW**, builder and contractor, who was the first President of the Master Builders and Contractors' Association, is a son of the late Mr. David Law, well known in the early days of Western Australia, and was born in Victoria on September 20, 1867. He received his education at the Commercial College at Ballarat until fourteen years of age, when he obtained his first experience in the trade he now follows in connection with railway construction work in



*Bartolletto, Perth.*  
MR. ROBERT OSWALD LAW.

South Australia. He first came to Western Australia in 1881, and with the exception of a brief period subsequently spent in the Central State has continued here ever since. His earliest contract, the construction of the Fremantle jetty, was followed by many others of importance, among which, in conjunction with Mr. William Atkins, were the Perth to Pinjarrah railway—the first section of the Bunbury line—the line from Brunswick to Collic, and nearly all the jetties along the Western Australian coast. He was also responsible for the largest of the sewerage contracts in the metropolitan area and built the Perth Mint, the Perth Boys' School, the large emporium of Messrs. Boan Brothers

in Wellington Street, Surrey Chambers, and numerous other works of the same class. He has been largely identified with the trading industries of the country, particularly in the brick and timber trades, and is managing director of the Monier Pipe Company. Mr. Law was one of the founders and first President of the Master Builders and Contractors' Association, and has been connected with the management of this body since its inception. He has taken a leading part in public affairs generally, but through pressure of business activities has been forced to relinquish many of the honorary positions he formerly held. He is associated with the fraternity of Freemasons and holds membership in various clubs, including the Masonic, the Western Australian, the South-Western, and the Liberal League. For five years he held the position of President of the Amateur Sports Club, and he is also President of the Croquet Association. Lawn tennis, however, is his favourite recreation, and he divides his leisure between this popular diversion and motor-boating on the River Swan. In 1894 Mr. Law married Bertha Pauline, daughter of Mr. J. S. Brooking, late Surveyor-General of Western Australia, and has two sons and a daughter.

**FREDERICH WILHELM GUSTAV LIEBE**, contractor, is a son of the late Mr. Edward Liebe, of Wittenberg, Germany, in which city he was born on January 18, 1862. He left school at the age of fifteen, and having served his apprenticeship to the building trade in the Fatherland travelled all over Europe, spending a year in Switzerland, two years in Vienna, and a considerable time in Budapest. During his journeyings he greatly enlarged his knowledge and general experience, and entering into partnership with the late Mr. Klein was engaged in the carrying out of some large contracts in Bulgaria, including the present Bulgarian Parliament House, the Barracks, and various Colleges. Coming to South Australia in 1885 the partners opened in business at Adelaide, and afterwards extended their operations to Melbourne, where they carried out many large contracts. In 1896, at the time of the Coolgardie boom, the partnership was dissolved and the gentleman under review established himself in business on his own

account in Perth as a builder and contractor, his late partner engaging in the mining industry. Among his works in Western Australia he numbers the Art Gallery, His Majesty's Theatre, and numerous Bank premises and offices, besides which he has made a speciality of hotel erection, many of the leading hotels in and around Perth having been built under his tender. Mr. Liebe is a member of the German Club and in the past has occupied the position of President of this body.

**WILLIAM MASSEY**, builder and contractor, 30, Ord Street, is a son of the late Mr. William Massey, merchant, of Scarborough, England, and was born at Norton, Malton, near Scarborough, on April 4, 1861.



*Bartolletto, Perth.*  
MR. WILLIAM MASSEY.

He was educated in his native town, and at fifteen years of age became engaged in commercial pursuits in a store belonging to his father, where he remained for about a year. Subsequently he was apprenticed to the joinery trade, and after a five years' term of service worked at his calling in England for a short time, and in 1882 came to Australia. Settling in Sydney Mr. Massey, with the exception of a short visit to Queensland in 1883, spent six years in the Mother State, the major portion of which time being engaged in the calling of a contractor, and mainly employed in minor work of a domestic character. In 1888 he went to Melbourne, and for about seven years carried on business in that

metropolis, his contracts including a good deal of work for the Government, besides other undertakings of a public and private nature in different parts of Victoria and New South Wales. In 1895 he came to Western Australia and established himself as a builder and contractor at Perth, and also went into the sawmilling business at Dandalup. During his sojourn at that time he carried out, among other contracts, the initial work in connection with the new grandstand on the Perth racecourse. Subsequently with his wife he visited England at the time of the Diamond Jubilee celebrations and spent nearly a year on the trip, reviving his memory of the scenes of his youth and travelling through Scotland and Ireland. Sailing again for Australia, he once more opened in business at Melbourne and continued for five years, at the end of which period he took up permanent residence in Western Australia. The firm of Massey & Co., with which his interests were identified, has since been amalgamated with Wunderlich, Limited, and he still maintains his connection with its operations, also continuing in the contracting business. In addition he owns a stake in the agricultural, pastoral, and mining industries of the State, and in 1908 purchased a valuable farm and 5,000 acres adjoining the property in the south-western district, near Yalling-up, where he engages in sheep and horse breeding and the culture of potatoes. Mr. Massey has occupied a seat on the Committee of the Master Builders and Contractors' Association for twenty years. He is a member of the Masonic craft and Club, and is connected with the Western Australian Club. In 1884 Mr. Massey married Miss M. Pickworth, of Sydney, New South Wales, and has two daughters and two sons.

**MIZEN BROTHERS**, builders and contractors, 21, Blencowe Street, Leederville. The period of this well-known firm's existence has run well into the teens, the year of its establishment in Perth being 1896. Since its inception the major portion of its attention has been given to contracting for residential buildings, but it has also been responsible for the large additions and general improvements to the Weld Club Chambers in Perth and for the erection of the Picture Theatre at Subiaco, besides many

Government contracts of more or less importance. During the slack season a speciality is made of the construction of wire doors and windows, many thousands of which are produced at their Subiaco factory. The partners own a property at Baandee, which is under wheat cultivation, and make a hobby of the development of the agricultural industry on this estate. They are members of the Master Builders and Contractors' Association. **CHARLES MIZEN** is a son of the late Mr. William Mizen, of Helions, Bumpstead, Essex, England, where also he was born. He was educated at a Church of England school in his native village and by private tuition, and emigrated to Australia at the age of sixteen, arriving at Brisbane, Queensland, in 1874. After six months he proceeded to Sydney, where he spent eight years mastering the different departments of the building trade, and having worked as a journeyman for a considerable period was attracted to Melbourne at the time of the land boom in Victoria. Here he engaged in a variety of callings, and for some years carried on as an orchardist in the New England district of New South Wales. Ultimately, in 1896, he came to Western Australia, and in conjunction with his brother founded the present business. His hours of leisure are devoted to the study of works of a scientific and philosophic nature, and he is also fond of music, being a flautist of considerable ability. In 1881 he married Elizabeth, daughter of the late Mr. J. Hooke, of Wagga Wagga, New South Wales, and has two sons and two daughters.

**ARTHUR NELSON**, builder and contractor, Subiaco, is a son of the late Mr. Joseph Nelson, manufacturing jeweller, of Banbridge and Dromore, Ireland. He was born at Dromore, Ireland, on June 25, 1861, and received his scholastic training in his native town and subsequently in the City of Belfast. Leaving school he was apprenticed to the building trade, serving his time in the joinery branch, and upon the completion of his indentures left for New Zealand, where he was engaged in joinery work for a short period. He next proceeded to the Fiji Islands under engagement to the Government there, but tendered his resignation in less than twelve

months and started contracting on his own account at the period of transfer of the seat of Government from Levuka to Suva, in these islands. He erected the residence for the late Governor Thurston and superintended extensive alterations to Government House during the visit of the British squadron, besides being employed in other contracts of greater or less importance. In 1884 Mr. Nelson returned to New Zealand, where in face of great difficulties arising from trouble with the Maoris he built the first houses for the Government in the King Country on the Main Trunk Line. He also completed various other Government contracts and erected some prominent buildings in the City of Auckland. Mr. Nelson's next arena of activity was in Victoria, where from 1888 he carried



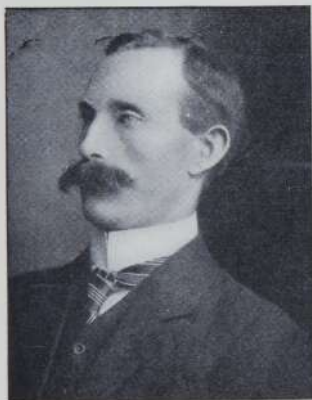
Bartletto, Perth.

MR. ARTHUR NELSON.

out some of the largest contracts of the following four years, notable among which were the factory of Messrs. Sands & McDougall, one of the finest buildings in the State, the Portland Lighthouse, and the Elmore Water Scheme Construction Works. He came to Western Australia at the end of 1892, but finding trade slack returned to New Zealand, *via* Melbourne, and while residing in the Dominion for a couple of years completed the Roman Catholic Bishop's Palace at Auckland, the plans of which were designed by the firm of Pugin & Pugin, the noted Gothic architects of London. The gold rush of 1894 attracted him once more to the Wes-

tern State and he settled in Perth, where he has since carried on his business. His first work was the completion of the Perth Railway Station, which was followed by other Government contracts, including the North Fremantle forts and various commercial structures, among which Brookman's Building takes pride of place. Mr. Nelson is interested in the cultivation of fruit and owns a large orchard in the Darling Ranges, a farm of 4,000 acres in the Victoria district, besides which he is a property-owner in the suburban areas. Mr. Nelson married in 1888 Julia, daughter of the late Mr. Matthew Ramsay McIntyre, of Glasgow, and has a family of two sons and one daughter.

**JEREMIAH O'DONOGHUE**, contractor, 232, Stirling Street, Perth, is a son of the late Mr. Jeremiah O'Donoghue, of Killorglin,



*Bartletto, Perth.*  
MR. JEREMIAH O'DONOGHUE.

County Kerry, Ireland. He was educated in his native town, and at sixteen years of age left school and took a position as assistant secretary to the constructing engineer in a railway contract in County Kerry, which he filled for nearly two years. He then served an apprenticeship to the trade of carpenter and joiner, and having completed his five years' indentures worked at his calling in several of the large cities of England. He also attended practical classes in the science and art department at Birkenhead in 1897, and

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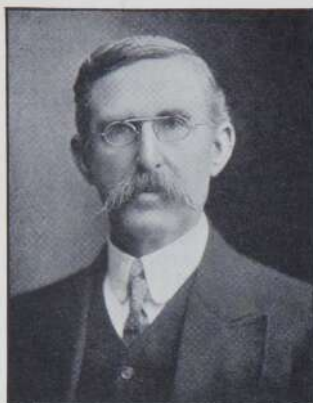
went through a special course in building-construction and drawing. He then entered one of the biggest furniture houses in London and continued there a sufficiently long period to gain an insight into factory work. Subsequently at Liverpool, when the South African war broke out he assisted in altering and reconstructing the first ship for transport, working one continuous shift of 33 hours. In 1900 Mr. O'Donoghue came to Western Australia, and proceeding to Kalgoorlie spent nearly a year at that centre with a firm of contractors. At the end of that period he established himself in business in Perth on his own behalf, and has carried on as a contractor there and at Fremantle ever since. He specializes in shop fittings and carried out several alterations and additions in the city, but has also given some attention to the erection of shops and domestic dwellings in the suburbs. The gentleman under review holds the rank of High Chief Ranger of the Irish National Foresters of Western Australia, and makes a hobby of the work connected with this body and the Friendly Societies' Institute, with which he is also associated. He is also auditor to the Master Builders and Contractors' Association. In the year 1902 he married Mary Ellen, daughter of Mr. John O'Donoghue, of Killarney, Ireland.

**HERBERT CHARLES PITMAN**, contractor, of St. George's Terrace, Perth, Western Australia, was born on November 28, in the year 1867, at Frome, England, of which town his father, Mr. Thomas Pitman, was a resident. His education was conducted at the Boys' British School, and when still quite a lad he was apprenticed to the stonecutting trade, in which he continued after his arrival at Melbourne in 1889. For a period of some five years he was engaged in mining and prospecting pursuits, and came to Coolgardie at the time of the gold rush to that region, but found results too chequered to promise any great ultimate success. Relinquishing his efforts he turned his attention once more to his trade, and established the present large contracting business at Perth and Fremantle. At the present time (1912) Mr. Pitman has in hand over £100,000 worth of work, and in the past has carried out some of the

largest contracts in the State, besides which he is interested in several important business propositions about the city. Mr. Pitman has also a stake in the farming industry, being the owner of an estate of 2,000 acres of land at Kunjinn, on the Merri-den-Wickepin line, where he has an area under cultivation of wheat. He has held various offices in the craft of Freemasons, his present rank being that of Worshipful Master of the Lodge of Emulation, No. 7. In the year 1901 he married Ethel, daughter of Mr. Benjamin Fuller, of Millars' Karri and Jarrah Company (1902), Limited, formerly well known on the River Murray, South Australia, and has a family of one daughter.

**JOSEPH RICHARDSON**, builder and contractor, Subiaco, was born at the village of Cammaringham, Lincolnshire, England, on September 12, 1854, being a son of the late Mr. Joseph Richardson, of that country. He pursued his studies in his native town until the age of twelve, when he went to work on a farm. At sixteen he was apprenticed to the carpentering and joinery trade, and having served a term of five years engaged in journeyman work for a time, and in 1878 left his native land for Australia. Landing at Adelaide in October of that year he applied himself to gain experience in the building and contracting trade and two years later, taking advantage of an opening that offered, began business on his own account. He carried on successfully in South Australia for about five years and afterwards removed to Victoria, where he was fortunate in obtaining many large contracts and did some very important work in that State. Of peculiar interest, perhaps, is the fact that he built the first brick house in the famous shire of Croajingalong, the building being at Orbost, on the Snowy River. In 1895 Mr. Richardson came to Western Australia and settled at Subiaco, from which centre he has undertaken numerous contracts of a varied nature, from cottages and shops to hotels and residences of a palatial character. He is interested in real estate investments in and around the capital city, and until recently was closely identified with the farming industry of the State. A member of the Masonic fraternity he has taken honours in connection with the

craft and is a member of the Masonic and Subiaco Clubs. He is a member of the Master Builders and Contractors' Association. Mr. Richardson applies a portion of his leisure to the diversions of the



*Bartletto, Perth.*

MR. JOSEPH RICHARDSON.

billiard table and derives considerable pleasure from the exercise of his skill in this direction. In the year 1881 he married Margaret, daughter of the late Mr. Charles Gall, of South Australia, and has three daughters.

**WILLIAM HENRY ROBERTS**, builder and contractor, 122, Cambridge Street, Leederville, is a son of the late Mr. Edward Roberts, of Bendigo, Victoria, and was born at Rheola, in that State, on April 10, 1871. He was educated principally at the State school at Inglewood, and abandoning his studies at an early age began work in the building trade at Bendigo, and followed this calling for many years all over the Victorian State. In 1901 he came to Western Australia and settled at Leederville, where he was employed in the bricklaying trade for some considerable time. Encouraged by the possibilities he perceived open to the enterprising builder, he erected some dwellings on his own account, and about five years after his arrival in the State undertook his first contract. Since that time the success achieved by Mr. Roberts in his line of business has been remarkable, and he has just completed a reticulation contract for the Govern-

ment costing several thousands of pounds. Shops, cottages, and villas—in fact all classes of work—he has undertaken, his success being particularly notable in view of his small beginning in this State. In the arena of sport Mr. Roberts has distinguished himself in various ways. He was a champion fireman and winner of many trophies in the competitions in connection with the Fire Brigade sports. He also excelled in football and cricket and is a keen marksman, still taking interest in the handling of the rifle, and varying with this diversion the game of bowls, which is his chief hobby at the present time (1911), he being the



*Bartletto, Perth.*

MR. WILLIAM HENRY ROBERTS.

champion of the Leederville Bowling Club. In 1895 Mr. Roberts married Bertha, daughter of Mr. George Watts, of Inglewood, Victoria, and has a son and five daughters.

**ELIJAH RUDDERHAM**, of the firm of Bradley & Rudderham, builders and contractors, of Fremantle, is a son of Mr. Elijah Rudderham, of Norwich, England, and was born at Maryborough, Victoria, on April 10, 1866. His preliminary education was conducted in the State school in his native town, and at a later period he studied at the South Melbourne Grammar School and also attended the School of Arts, South Melbourne, and the Working Men's Technical College, Melbourne. At the age of eighteen he was working at the carpenter's bench, having

chosen the calling of a builder as his life-work, and gained a wide range of experience in connection with the new school buildings which were at that time being erected all over the metropolitan area. In 1895 Mr. Rudderham came to Western Australia and a year later commenced contracting work at Fremantle, where he had settled upon his arrival in the State. His business prospered and various important contracts fell to his tender, among others being Messrs. J. and W. Bateman's Buildings, Strelitz Brothers' Bulk Store and Warehouse, and numerous cottage, villa, and shop erections in and about Fremantle. In 1905 he entered into partnership with Mr. Benjamin Bradley, since which period the firm has carried on successfully as builders and contractors at the Port, and has obtained its fair share of public patronage, many well-known and prominent buildings having been successfully carried out. Mr. Rudderham is responsible for the clerical work connected with the business and transacts the correspondence, etc. He is a great reader of works covering a wide range of subjects, but perhaps prefers a scientific treatise to the lighter novel, though he does not disdain the latter for



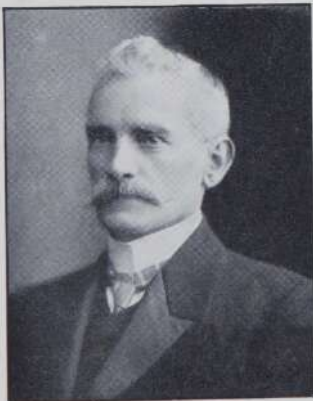
*Bartletto, Perth.*

MR. ELIJAH RUDDERHAM.

recreative purposes. A member of the Masonic craft, he is Past Master of Beaconsfield Lodge, No. 14, W.A.C., and is also connected with the Mark Sampson Lodge, E.C. He is Past Chief Ranger of the Foresters' Lodge, of which he was

for many years Trustee, and still takes an active interest in this order. In earlier days he was a lover of manly sports and was particularly partial to lacrosse.

**JAMES DOUGLAS SANDERS**, 65, Walcott Street, North Perth, is a son of the late Mr. George Sanders, F.I.A., architect, of England, and latterly of New South Wales. He was born at Manchester, England, on April 23, 1867, and at the close of his schooldays was articled to the profession of architecture in that city; but owing to an accident relinquished this calling, and turned his attention to the building and contracting trade. Trained in the Old Country, he arrived in Australia as a young man and immediately started business in Sydney and Newcastle. After remaining in New South Wales for some years he came to Western Australia in 1894 and commenced operations at Perth, where he has continued successfully ever since. Mr. Sanders joined the Builders and Contractors' Association in 1896, and in 1909 received the honour of election to the presidential chair. He has taken some part in public affairs and represented East Ward in the North Perth Municipal Council for three years.



Bartletto, Perth.

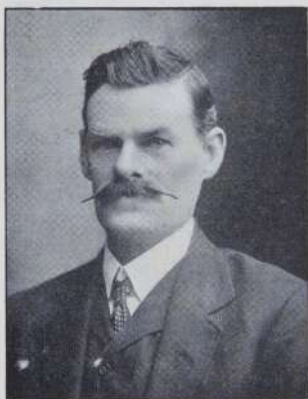
**MR. JAMES DOUGLAS SANDERS.**

retiring in 1907. He has always taken a keen interest in the advancement of this suburb, and in all matters connected with its welfare has played his part worthily as a leading citizen. In the earlier days of his residence in the State he had

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many experiences on the eastern goldfields, and his reminiscences of the district north of Menzies are full of interest. For recreation he indulges in the game of bowls, and for the past ten years has occupied the post of President of the Mount Lawley Bowling Club. Indoors his great hobby is music, instrumental and vocal, and for some years he was a member of one of the leading orchestras of New South Wales. In 1896 Mr. Sanders married Hannah M., daughter of the late Mr. William Manning, of Newcastle, New South Wales, and has two sons and two daughters.

**JAMES SCOTT**, builder and contractor, Riley Road, Claremont, was born at Bendigo, Victoria, on August 22, 1867, being a son of Mr.



Bartletto,

Perth.

**MR. JAMES SCOTT.**

Robert Scott, who also followed the building trade in that district. At the conclusion of his education the gentleman under review became engaged in his father's calling and spent about eleven years in Melbourne, where he acquired proficiency in every branch of the trade. In 1894 he came to Western Australia when the Coolgardie of the "roaring nineties" was attracting universal attention, and proceeding at once to the scene of the mining energy he went into the building trade, and also courted Dame Fortune's golden smile by various prospecting enterprises. After spending several years on the fields, during which he became a well-

known and valued citizen of Coolgardie, in 1901 he established himself as a builder and contractor in the metropolitan area, and has since carried on a very thriving trade. He makes a speciality of residences of every description, from the handsome and costly villa to the homely and comfortable cottage, and in most of the suburbs of Perth are found the memorials of his craft. In the intervals of leisure permitted by his business he has laid out and planted a very pretty garden round his home at Claremont and makes a hobby of the cultivation of flowers therein. He is a thorough believer in healthy outdoor recreation and advocates free indulgence in most forms of manly sport. In 1900 he married Margaret, daughter of the late Mr. Thomas M. Arthur, of Lawrence, New Zealand, and has two daughters.

**FREDERICK EDWARD SEDGLEY**, contractor, 39, Nicholson Road, Subiaco, is a South Australian, having been born at Hoyleton, in that State, on April 6, 1878. He was educated in his native place, and at an early age became identified with station life and followed pastoral pursuits for about five



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Perth.

**MR. FREDERICK EDWARD SEDGLEY.**

years. In 1896 he came to Western Australia and entered the building trade. After working on the goldfields for some time Mr. Sedgley came to Perth in 1902 and established himself in business on his own account as a builder and



contractor. Since that time his connection has steadily increased, the work undertaken being of a very varied character, ranging from church erection to the building of the humble cottage. Mr. Sedgley is a member of the Masonic fraternity and holds office in that body. He is Past Grand of the Independent Order of Oddfellows and a committeeman of the Master Builders and Contractors' Association. In 1902 he married Matilda, daughter of Mr. James Kelly, of Hoyalton, South Australia, and has a son.

**JAMES WALSH**, general contractor, Perth, was born at Thomastown, County Kilkenny, Ireland, on July 18, 1859, and is a son of the late Mr. James Walsh, farmer, of the above place. He received his education at the National Schools at Knocktopher and Thomastown, continuing until he reached his teens, when, owing to the ill-health of his father, he was compelled to turn his attention to the working of the home property for about three years. In 1880 he emigrated to South Australia, where he followed farming pursuits and other occupations for four years, leaving the Central State for Western Australia early in 1895. He first accepted employment on the

railway line between York and Beverley, and subsequently travelled all over the State, turning his hand to various avocations. The discovery of the Zeehan silver mine in Tas-



*Bartlett.*

*Perth.*

MR. JAMES WALSH.

mania attracted him thither, and he spent some time in work on the mines and in contracting, eventually crossing to Melbourne, where he continued in the latter line of business

for a brief period. In 1893 he returned to Western Australia, and upon arrival joined his brother in partnership in a produce store in Murray Street, Perth. He also became interested in some large contracts, which he took up in conjunction with the late Mr. Patrick Wholley, these including the construction of most of the tramways in Perth and its suburbs, excavations, and other contracts of a similar nature, the great bulk of the road-making in the earlier days of the city's leap forward being undertaken by this firm. In 1907 this connection was dissolved, and Mr. Walsh has since directed his attention to various paying propositions in different lines of industrial enterprise. In partnership with his brother he owned a property of about 4,000 acres at Bindoon, near the "Mooliabeence Station," where mixed farming operations are successfully carried on. He has always taken a deep interest in the welfare of his native land and is a generous supporter of the Irish National movement. He is a member of the H.A.C.B.S., having joined this organization nearly a quarter of a century ago, and was one of the founders of the Celtic Club, Perth, on the Committee of which institution he served for some considerable time.



## Commerce and Industry.

For many years after its establishment as a British colony Western Australia could not boast of anything like a commercial history. In the early struggles of the pioneer settler life was a stern fight with Nature for a bare living, and what intercourse took place amongst the few settlers partook more of the nature of barter or exchange than trade. The isolation of Western Australia from the eastern colonies—separated as it was by the broad stretch of the Australian Bight, and its distance from other countries, restricted business transactions to trade amongst the settlers and intermittent exports of raw products by occasional vessels which called here with supplies.

Towards the end of the eighties, however, the pulses of an awakening life were felt. Political aspirations began to have their effect, and when in 1890 constitutional government and representative institutions displaced the dormant conditions of a Crown colony, commercial intercourse with other colonies and countries began to be.

Political enfranchisement was almost immediately followed by the phenomenal discoveries of gold on the Coolgardie Goldfields, which afterwards developed into the renowned "Golden Mile" of Kalgoorlie, and brought Western Australia into worldwide note as one of the great contributors to the world's supply of the precious metal.

The discovery of gold, with its great attractive power, drew crowds of people to these shores. People flocked from all parts of Australia and Africa and the Far East in their eager rush for gold. The rapidly increasing population needed supplies for their sustenance and work, and their demands resulted in great commercial activity, as the supplies were drawn from Australasia, India, China, and Japan, as well as from Europe and America. Steamers and sailers came to our shores with passengers and cargoes of merchandise, and an export trade in wool, timber, pearls and pearlshell, and gold sprang up.

These altered conditions speedily worked wondrous changes. The whole aspect of the colony was altered. A stimulus was given to the local primary industries to meet the demand for daily perishable supplies, while jetties had to be built, harbours improved, and other shipping facilities provided to accommodate the ships which came laden with cargo from overseas.

In 1900 Western Australia became a unit in the Commonwealth, taking its part in the larger scheme of a Federated Australia in its evolution towards nationhood.

Since that date Western Australia has progressed marvellously. For ten or twelve years the phenomenal gold production centred enterprise almost entirely on the gold-mining industry, but agriculture and horticulture now came into prominence. The suitability of the soil for wheat and other cereals and of some portions of the State for the production of fruit was speedily made apparent. Encouraged by the extremely liberal terms offered by the Government to settlers, large areas of land were taken up and a yeomanry began to be formed. The first effect of this land settlement and cultivation was to provide the local requirements for hay and chaff. A large quantity of fodder had to be imported from the Eastern States until the settlers were able to supply the local requirements. Then gradually the breadstuffs were locally produced, until with the expanding area under wheat Western Australia became an exporter of corn to the world's markets.

Horticulture, too, has gradually developed into an important industry, and now prime fruits are exported to overseas markets and sold at top prices.

This in brief is the story of the development of commerce in Western Australia.

The development may be further emphasized by some brief statistics which will show how Western Australia has emerged from a struggling, stagnant Crown colony to an active and progressive constitutional State, whose population is engaged in subduing Nature and winning therefrom its stored-up riches, and the latest figures quoted are from 1911—the last completed year.

The State revenue was £3,850,440, or £13 17s. 1d. per capita, and the expenditure £3,734,448, or £13 8s. 9d. per capita.

The public debt, which in 1902 amounted to £14,455,573, or £70 5s. 9d. per capita, had increased in 1911 to £21,159,141, or £73 10s. 1d. per capita.

*Public Loan Works.*—Out of this bonded debt have been expended on railways, £12,078,756; on harbours, rivers, etc., £2,717,579; on water supply, sewerage, etc., £3,484,806; on development of goldfields, £1,262,821; on development of agriculture, £1,264,841. The balance was expended on important public services for the improvement of the State.

*Savings Bank.*—As an indication of the prudence and carefulness of the people the figures of the Savings Bank may be cited. At the end of 1911 there were 87,569 depositors, and the aggregate amount deposited was £4,080,084, or an average of £46 11s. 10d. per depositor, or £14 3s. 6d. per capita of the population.

*Banks.*—The growing requirements of an expanding commercial community have been supplied by six banks, whose average liabilities in 1911 amounted to £7,596,987, and assets to £11,623,109.

*Shipping and Trade.*—The ships which took our commerce to and from numbered (at Fremantle) in 1911, 724 inwards and 741 outwards.

The imports amounted to £8,645,938 and the exports to £10,608,863—or a total trade of £19,254,801.

The products of Western Australia exported during 1911 amounted to £10,606,863 and £111,154 worth of local coal was produced.

*Railways.*—Important channels of traffic have been opened for the large trade which sprung up as the result of national development and enterprise, and in the absence of waterways, railways had to be provided. At the end of 1911 2,376 miles of railways were working, which carried 14,828,603 passengers and 2,788,703 tons of cargo. These railways were worked by 323 locomotives, 369 passenger carriages, and 7,734 waggons, and earned a revenue of £1,216,477, and yielded a profit of nearly one-quarter of a million sterling in 1911.

*Gold.*—The yield of gold has been a very phenomenal one, and though the production of it is somewhat declining, the yield is still a very substantial total. The quantity of gold produced from 1886 to June, 1912, was in value £106,517,422, and dividends have been declared from gold won by Western Australian gold companies amounting to £22,589,847.

*Live Stock.*—The pastoral industry has made notable advances in recent years, but settlers would seem not to have touched the fringe of the immense undeveloped resources of the State in the North-West areas particularly. The increase of live stock during the last ten years is thus shown:—Horses in 1902 numbered 80,158, in 1912 140,277; cattle, 437,136 in 1902, 843,638 in 1912; and sheep, 2,704,880 in 1902 and 5,411,542 in 1912.

*Land Settlement.*—As proof of the active expansion and enterprise of settlement on the untitled areas of the State, it is worth recording that the area alienated at the end of 1911 was 7,325,928 acres, and in process of alienation 12,677,384, and held on pastoral, mining, and miscellaneous leases 173,468,257 acres—a total of 193,471,569 acres. That there is much more land available is gathered from the fact that there are upwards of 430,000,000 acres of waste lands in Western Australia.

*Wheat and Cereals.*—Only within the last twelve or fifteen years has cereal cultivation come prominently to

the front, but it is now one of the standard industries of the State, and promises to outrival in importance any other.

The wheat crop of 1911-12 harvest, which was a partial failure owing to the dry season, was 4,358,904 bushels, a quantity which was upwards of one and a half million bushels less than the crop at the previous harvest. At the same harvest 961,385 bushels of oats and 299,695 tons of hay were also garnered.

These figures will give a brief glimpse into the productiveness of Western Australia and as to the activity and enterprise of its people in meeting the expanding conditions of the country and providing those facilities and conveniences for commercial intercourse which are inseparably associated with all enlightened and progressive peoples.

In 1873 the Fremantle Chamber of Commerce was established, and in 1890 a Chamber was also founded in Perth. Through the intervening years both institutions have done useful work in promoting the facile and regular reception and dispatch and distribution of goods and making the commercial machine run smoothly in the interests of all concerned. The organization of commercial men for mutual advantage and for the general benefit of the people has been very beneficial and has assisted the working out of many knotty problems from time to time.

The following are the officers of the Fremantle Chamber:—President, Mr. T. Carter; Past President, Mr. W. E. Moxon; Vice-Presidents, Messrs. F. W. Barrymore, W. H. Evans, and John Stewart; Committee, Messrs. E. Allnutt, H. V. Calthrop, R. Cotton, F. C. Feeley, J. D. Fraser, C. Hudson, G. G. John, R. Laurie, J. W. Leonard, G. F. Payne, H. Robinson, and C. H. Salmon; Secretary, Mr. J. W. Parkhill.

The office-bearers of the Perth Chamber are:—President, Mr. W. F. Lathlain; Vice-Presidents, Messrs. A. E. King and A. M. Oliphant; Treasurer, Mr. W. Leslie; Committee, Messrs. G. B. Brown, J. Eastwood, J. H. Gosse, G. H. Johnston, J. F. Mullen, B. Rosenstamm, A. Sandover, and J. L. B. Weir; Honorary Statistician, Mr. E. G. Stenberg, F.S.S.; and Secretary, Mr. John Fairfax Conigrave.

Other Chambers have been established at Bunbury, Albany, Geraldton, and Kalgoorlie, but these have been restricted mostly to the consideration of local commercial affairs, and have not taken in the wider view of commercial problems generally which have engaged the attention of the older and more influential Chambers.

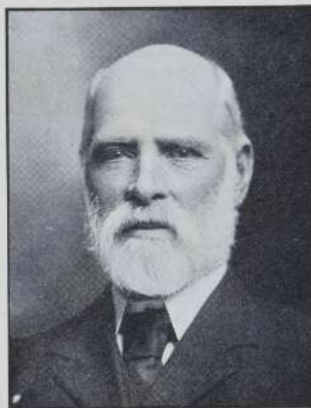
JOHN FAIRFAX CONIGRAVE, Secretary of the Perth Chamber of Commerce and of the Marine Underwriters' Association, patent attorney and land agent, St. George's Terrace, Perth, is a son of the late Mr. Ben-

jamin Conigrave, a Freeman of London (and of his wife, *née* Matilda Reeve, of Norwich, England), who came to Australia as early as 1840, bringing with him his wife and two children in the ship "Java," landing

at Adelaide after a protracted and eventful voyage. In those early days of emigration it was no light undertaking to bring a family to this country, as it entailed an immense amount of forethought and planning,

as well as considerable expense. First of all the land was almost in its primeval state of forest and desert, with scarcely any settlement; there were no huge emporiums as now where could be purchased all the requirements of life under one roof, but it was necessary to bring with one a tent or a house, or the materials for the building of a home, besides furniture, clothing, tools, weapons, and all the hundred and one little etceteras required for the comfort and establishment of a family in a new and unknown country. The natives also were very aggressive and dangerous, and the pioneers had to keep careful and constant watch to protect themselves and their homes from sudden and murderous attacks, the aborigines looking upon all white men as interlopers come to wrest from them their native land and their means of subsistence. The subject of our review was born at Adelaide in 1843 and received his scholastic training under the late Mr. J. L. Young, a gentleman who left an indelible mark on the educational records of the sister State. In his fifteenth year he entered the office of the *South Australian Register*, and deciding to adopt journalism for his future career served his articles under Mr. E. W. Andrews, then one of the proprietors of the journal. Remaining six years with this paper, he resigned and joined the staff of the *South Australian Advertiser*, being connected with that office for about twelve years. He then entered into business on his own behalf as a patent and general agent in Adelaide, subsequently forming a partnership with Mr. C. N. Collison, the firm being known as Conigrave and Collison. He acted as shorthand-writer to both the Legislative Council and the House of Assembly of South Australia, and was secretary to numerous Royal Commissions. For some years he acted in a similar capacity to the South Australian Chamber of Manufacturers, and was mainly instrumental in organizing the early exhibitions promoted by that institution. He also assisted Sir Edwin T. Smith in the inception and organization of the Adelaide Jubilee Exhibition of 1886-7, the direct result of which is to be seen in the handsome building and grounds on North Terrace, and shortly afterwards was appointed to the important office of Secretary to the Exhibition. Subsequently he took charge of the South Australian Court at the

Melbourne Centennial Exhibition, where he did excellent service for his State. Mr. Conigrave was a member of the Adelaide City Council during the mayorality of Mr. Caleb Peacock, who was the first native-born Mayor, and he had the unique honour of being the first native-born to hold office as Councillor in the Municipal Council of the Queen City of the South. He was a member of the Council of Education under the presidency of the late Mr. J. A. Hartley, and acted in that capacity until the Council was abolished and absorbed in the Department of the Ministry. After a few years as Resident Secretary of the Australian Widows' Fund Society he migrated to Western Australia in 1896, and has since resided in this State. He has been for a considerable time Secre-



Bortletto, Perth.  
MR. JOHN FAIRFAX CONIGRAVE.

tary to the Perth Chamber of Commerce and the Marine Underwriters' Association, and performed similar duties for some years in connection with the Fire, Accident, and Guarantee Underwriters' Associations. He was Mayor of the progressive Leederville suburb for two terms, and is a Justice of the Peace for South Australia and Western Australia. He has always been associated with religious and philanthropic as well as social movements, and in the Eastern State he filled the office of deacon at the Congregational Church, North Adelaide, and the Stow Memorial at Adelaide, and for some years was a deacon of the Trinity Congregational Church at Perth. He is also a member of the Council of Churches

for Western Australia. In the Masonic craft he has recently attained Grand Lodge honours as President of the Board of Benevolence. In his younger days Mr. Conigrave was an enthusiastic cricketer, but the years that have since flown have tinged his hair with silver, and with the advent of the autumn of his life he has turned his attention to the ancient game of bowls, and is a member of the King's Park Bowling Club. Married in South Australia in 1868 to a daughter of the late Mr. Charles Price, the well-known breeder of Hereford cattle on Hindmarsh Island, there is issue two sons and four daughters. His elder son, Berkeley Fairfax, is at present (1911) in London holding a responsible position in one of the large African financial and mining corporations. The other son, Charles Price, was for a number of years associated with the Perth Museum and is a Fellow of the Geographical Society and a member of the British and Australian Ornithological Unions. In 1911 he conducted a scientific and exploring expedition through the north-west of this State.

ALFRED SANDOVER, J.P., President of the Perth Chamber of Commerce (1911) was born at Plymouth, on November 24, 1866. He is the youngest son of the late Mr. William Sandover, of Rose Park, Adelaide, South Australia, who was for many years a member of Parliament in that State. He received his scholastic training at the North Adelaide Grammar School, and upon the completion of his studies entered the office of Elder, Smith, & Co., Limited, of Adelaide, in the clerical department. Relinquishing this service after two years he came to Western Australia in 1885 and became connected with the large hardware and machinery business which had been established by his brother, Mr. William Sandover, three years before. Three years later he was admitted as a partner in the firm of William Sandover & Co., of which he is now the chief resident partner in Western Australia, having occupied this position for the past seventeen years. His connection with the Perth Chamber of Commerce extends over about fifteen years, during which he has served about eight years as a member of

the Committee of that body. He was elected President in August, 1909, but resigned in the following March on the occasion of his leaving for London. In March, 1911, he was re-elected to the chair upon the resignation of Mr. R. A. Johnson, and completed his term of office on August 22, 1911. Mr. Sandover has occupied a seat on the Committee of the Perth Children's Hospital since its inception, and acts also on the Committee of the Home of Peace and the Liberal League, and has always been closely identified with the various public movements in the State, although he has taken no personal part in political affairs. In 1912 he was appointed to a seat on the first Senate of the University of Western Australia.

**TOM CARTER, J.P.**, President of the Fremantle Chamber of Commerce, was born at "The Grange," Garton-on-the-Wolds, Yorkshire, and received his education at "Monument House," Driffeld, and at Bridlington Grammar School. He emigrated to Australia in 1887 and for a considerable period followed farming pursuits. In 1889, when Dalgety and Company, Limited, commenced business in Western Australia, Mr. Carter joined the staff and filled the position of accountant to the Perth and Fremantle Branches until 1899. In that year the Company decided to extend its business to the North-West ports, and Mr. Carter was entrusted with the mission of opening branches at Geraldton, Carnarvon, Cossack, Roebourne, and Port Hedland, residing in turn at each port. In 1905 he was appointed Sub-Manager at Fremantle, which position he still holds. For the past six years he has taken a keen interest in the Fremantle Chamber of Commerce, and in 1911 was elected to the presidential chair. Mr. Carter is a Justice of the Peace for the Fremantle magisterial district.

**WILLIAM ERNEST MOXON, J.P.**, who has occupied the position of Manager for the Adelaide Steamship Company, Limited, in Western Australia since 1896 is a son of the late Captain Thomas Moxon, of the Indian Army, and was born in Kent, England, on May 3, 1863. He was educated at the Chigwell Grammar School in Essex under

Canon Swallow, M.A., and having completed his scholastic course at the age of seventeen entered the office of Messrs. J. & R. Grant, shipowners, with whom he spent about seven years. In 1887 he came to Australia, and landing at Queensland joined the staff of the B.I. and Q.A., the agents for the A.U.S.N. Company, etc., in Brisbane, subsequently being appointed manager and inspector in Queensland for the Adelaide Steamship Company. He was transferred to Western Australia in 1896, and since that time has taken an active interest in the various organizations in the State relating to his line of business. For some years he was Chairman of the Australian Steamship Owners' Federation, Fremantle

Queensland, died in 1905, and in 1907 he married Eva, daughter of the late Mr. R. Taylor, of Streat-ham, Victoria, and Katanning, Western Australia. His family consists of three sons and two daughters.

**PETER RIDLEY**, Manager in Western Australia for the A.U.S.N. Co., Limited, and Agent for the British India Steam Navigation Co., Limited, the Union Steamship Co. of New Zealand, Limited, and the New Zealand Shipping Co., Limited, is a son of the late William Ridley, of Newcastle-on-Tyne, England. He was born in the latter city on July 21, 1861, where also he received his education by private tuition. At fifteen years of age he entered mercantile life in an office where he gained an excellent knowledge of general accountancy, being afterwards identified with shipping in the British India Company's office in London, and as purser on steamers trading with Queensland and India. In 1886 he settled in Brisbane, joining the old Queensland Shipping Company, which afterwards absorbed the A.S.N. Company, this in its turn being merged in the A.U.S.N. Company. After ten years in Brisbane Mr. Ridley was transferred to the great sugar centre, Bundaberg, where he spent four years as representative for the Company, and, in 1900, was promoted to the management of the Western Australian branch, taking charge at Fremantle, where he has remained ever since.

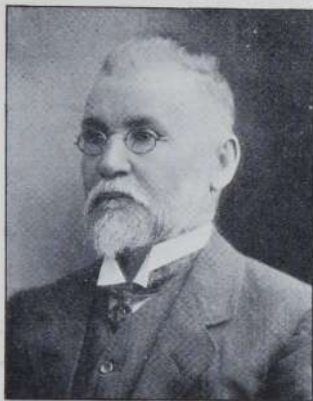


*Bortolotto, Perth.*  
**MR. WILLIAM ERNEST MOXON.**

Branch, and now occupies a similar post in the Fremantle Branch of the Commonwealth Steamship Owners' Association. He was for two years President of the Fremantle Chamber of Commerce, and acted as employers' nominee on the Western Australian Conciliation and Arbitration Court for a like period. Mr. Moxon holds commissions as Justice of the Peace for the whole of this State and for Queensland. He is a member of the Weld and Fremantle Clubs. A warm supporter of all forms of manly outdoor exercise, his favourite forms of diversion are found in cricket, golf, and angling, and he is a member of the Fremantle Golf Club. Mr. Moxon has been twice married. His first wife, Clara, daughter of the late Mr. E. Cowley, of Natal and

**JOSEPH KEANE HITCHCOCK**, Manager for Messrs. James and Alexander Brown, coal merchants and shipowners, Mouatt Street, Fremantle, is a son of Mr. David Hitchcock, who was but seven years old when he came to Western Australia in 1842, and has resided in this State ever since. The gentleman under review was born near Guildford on December 17, 1855, and at the close of his scholastic course at a local school, when thirteen years of age, entered the office of Messrs. W. D. Moore & Co., where he remained for five years. He relinquished this connection to take a position with the firm of J. and W. Bateman, and after fourteen years in this employ transferred his services to Messrs. Padbury, Loton,

and Co. for a couple of years. Subsequently he was with Messrs. James Lilly & Co. for a number of years, and finally, in 1905, accepted the management in Western Australia for Messrs. James & Alexander Brown at Fremantle, and has continued to fill this post ever since. Mr. Hitchcock, who is an Incorporated Accountant, was the first auditor to the East Fremantle Municipal Council and at the present time fills that office in connection with the North Fremantle Council, having acted in this capacity for the past seven years. Being of a retiring disposition he has never taken part in public affairs, though often pressed to stand for municipal honours. His leisure hours are spent chiefly in boating on the river



Bartolito,

Perth.

MR. JOSEPH KEANE HITCHCOCK.

and in gardening pursuits round his home, where he cultivates flowers and fruit-trees. In 1876 he married Maria, daughter of the late Mr. Samuel Law, of Fremantle, and has three daughters and four sons, the latter all being engaged in mercantile pursuits.

**ELDER, SHENTON, & CO., LIMITED**, general merchants, shipping and stock and station agents, Prince's Buildings, St. George's Terrace, Perth. The nucleus of this important trading firm was originally established at Fremantle by the late Sir George Shenton and carried on by him until 1903, when it was merged into the present concern

under the chairmanship of the founder, who continued to direct the destinies of the business until the time of his death in 1909. Almost from its inception the firm leapt into prominence, and to-day it holds an unrivalled position in the commerce of Western Australia. In the first instance operations were confined principally to shipping agencies, but with the incorporation of the new company and the attendant infusion of the "sinews of war" fresh ventures were launched and agencies opened at Northam, York, Beverley, and Kalgoorlie. Special efforts were centred on the supply of farming requisites to settlers in the newly-opened districts, and with the wonderful expansion of the agricultural industry of the State the firm found it expedient to transfer their headquarters from Fremantle to Perth. In a country such as Western Australia, where the needs of the man on the land are many, and frequently of a nature requiring assistance pending the results of partially-completed efforts, the firm of Elder, Shenton, & Co., Limited, was bound to forge ahead, and in this connection a special feature was made of advancing sums of money to producers against wool and produce consigned to the London markets. The staff of officials in the London Branch of the firm handle there on arrival the various consignments forwarded by the head office, and a special expert in the service of the Company places upon each individual shipment a reserve valuation below which it is not sold, thereby protecting the owner against the financial loss which is often the lot of those who export independently. The numerous agencies of this well-known Company are a household word in the State, and its travelling representatives and local agents are at all times most willing to give expert advice to the settler as to the best means of surmounting the difficulties always present in the opening up of virgin territory. A branch of the business to which great attention has been given is the importation of stud stock, and the selections made by the Company's officers have received strong confirmation in the various show rings in which they have been exhibited, many honours having been secured by the owners of the imported stock at the Royal Agricultural Society's Shows and those held in country districts. Another distinctive feature in the firm's operations is to be found in its country stock sales, in the

establishment of which it has led the way in this State. Its enterprise in this direction has been singularly successful, justifying the most sanguine anticipations, and its system of bringing to a common rendezvous both buyers and sellers has been highly appreciated and availed of by the settlers in the sparsely-populated districts of the agricultural areas. The Company is agent for Waite's special fencing wire, Cooper's sheep-dip, Donald's woolpress, Donald's wire-strainers, the Chilworth Gunpowder Company, and Nobel's Explosives Company, Limited, Glasgow, the last-mentioned agency being a very important branch of the business. Nobel's explosives are world-famed, and there are very few mining fields on the earth's surface that have not at one time or another made use of the firm's reliable products. From Marble Bar in the Far North to Ravensthorpe in the extreme South the Company's magazines are to be found on every field, thus giving evidence of its energy and enterprise in providing the means whereby the miner and the prospector may more easily prosecute their labours in search of the treasured metal. The Directors of the Company are Messrs. A. S. Chapman, W. J. Young, and D. J. Goyder, the joint managers being Messrs. G. F. Payne and T. E. Field.

**STRELITZ BROTHERS**, importers and shipping agents, 46, Mouatt Street, Fremantle, and at Kalgoorlie. This important concern was established by the brothers Strelitz in 1894, Fremantle at that time being in its infancy. From its inception the business went rapidly ahead, and it was not long before the partners were compelled to establish agencies in various parts of the State to enable them to cope with the ever-increasing orders which poured in from day to day. Of the numerous agencies held by the Messrs. Strelitz the most important, perhaps, is that of the Nobel's Explosives Company, for the handling of whose goods magazines have been erected on the various goldfields of the State. The firm is also a large importer of railway material and mining machinery of every description, including rockdrills and air-compressors, and considerable quantities of fencing wire, cement, and the

like are kept in stock. There is a branch of the business at Boulder Street, Kalgoorlie, and barkmills at Mandurah Road, in the South Fremantle district. So that the firm shall not be checked in the race for commercial supremacy one or other of the partners frequently visits Europe, there to acquire knowledge of all the latest improvements in the progressive Old World. Another very important branch of the above firm's business is the shipping department, which is now a most important factor in the Western Australian trade. In 1896 Messrs. Strelitz Brothers opened up direct trade communication between the continent of Europe and Western Australia by chartering a sailing ship to bring the first direct cargo. This was followed by many vessels till at a later date a steamship company, called the German-Australian S.S. Company, opened up a trade which has developed into large dimensions. There is a fortnightly regular service from Hamburg, Rotterdam, and Antwerp to Fremantle direct and a monthly service from Swedish ports to Western Australia. It is well known that these steamers, although of the cargo type, keep excellent time and run as nearly as possible to time-table dates—certainly a great help to local merchants. Not only has the import trade been fostered by the firm, but also the export by regular monthly steamers from Western Australia to Colombo and Continental ports. They have been able to carry large quantities of jarrah timber and mallet-bark. The latter article is used solely on the Continent, and for this article the steamers also call monthly at Albany. Further, the firm has helped to make important the fruit export trade of Western Australia, inasmuch as two of its steamers have been fitted with most up-to-date refrigerating machinery. Three additional steamers are now being built, and in the season 1912 the firm hopes to be able to cater for the bulk of the Western Australian fruit to be taken to Hamburg, where hitherto the best prices have been obtained. Messrs. Strelitz Brothers are also interested in two important commercial enterprises in the City of Perth. It is their intention in 1912 to move the head office from Fremantle to Perth, to buildings which are now in course of erection in William Street, between Hay Street and St. George's Terrace.

EDWARD HENRY FOTHERGILL, J.P., of Fremantle, is a son of the late Captain Edward Henry Fothergill, who came to Victoria from Seaford, England, about half a century ago, and traded between that State and Western Australia, being responsible for the only regular means of communication between the two States for many years. The subject of this sketch was born in Melbourne, and when nine years



Bartletto,

Perth.

MR. EDWARD HENRY FOTHERGILL.

of age accompanied his parents to Western Australia. He was educated at Fremantle, and at the close of his scholastic course at the age of seventeen entered the warehouse of Messrs. D. & W. Murray, with whom he remained for six and a half years, during which period he passed through all the departments of the business. He relinquished this connection in order to take over the management of the Western Australian Lighterage and Stevedoring Company, which position he continued to hold until the concern closed down owing to the opening up of the Inner Harbour. In 1901 Mr. Fothergill established himself on his own account as general agent at Fremantle, and eventually the business was floated into a limited liability company, trading as E. H. Fothergill & Co., Limited, under which title it is carried on at the present time, Mr. Fothergill being Managing Director. He has identified himself with the various interests of the community and has served as a member of the Municipal Council, occupying the mayoral

chair of the town for some years. He was granted a commission of Justice of the Peace by the Moore Government in 1904 and has been a member of the Tramways Board for the past three years. He takes a deep interest in charitable movements and is Hon. Secretary to the Fremantle Hospital Aid and Charity Committee. A Master Mason of some years' standing, he is a member of the Masonic Club, and also of the Fremantle Club and the local Golf Club, his recreation being spent on the links. In 1911 Mr. Fothergill married Gertrude, daughter of Mr. W. Meady, of North Fremantle.

Captain JOHN ABBOTT, senior partner of the Fremantle Stevedoring Company, Mouatt Street, Fremantle, was born at Hull, England, on May 9, 1848. He comes of a seafaring family, being a son of the late Mr. Alfred Abbott, ship-master and -owner, and many of his relations have followed marine pursuits. When twenty years of age young Abbott came to Australia for the first time, and has been identified with the history and advancement of the State, particularly of the North-West district, for over forty years. In 1868 he was mate of the brigantine "Pilot," which was engaged in pearling operations along



Bartletto,

Perth.

CAPTAIN JOHN ABBOTT.

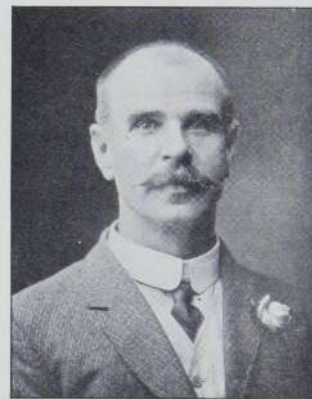
the coast north of Shark Bay, and in pursuit of this industry had many thrilling adventures. Pearl-shell was plentiful and profitable, its price

ranging from £300 to £400 a ton, it was easily obtained in shallow water, and though pearls were not so valuable then as at the present time, the assistance of crowds of native divers made them procurable at comparatively small expense, and fortunes were speedily made. A very valuable pearl that rightly belonged to Captain Abbott unfortunately found its way into other hands and he was deprived of the profits that should have accrued to him thereby. On one occasion he had a narrow escape by descending in a French diving dress which got slightly out of gear and deprived him of his air supply. His rescuers, opening the helmet and finding him in a state of semi-suffocation, in their consternation lost hold of him and let him fall back into the water with open head-piece. Unconscious as he was when he was hauled in for the second time, he yet quickly responded to remedial measures and was none the worse for the adventure. The wholesale employment of natives in the pearling industry led to the enactment of legislation, the restrictions being so severe that naked divers from the Malay States were extensively employed by the pearlers. In conjunction with Mr. George Roe, Captain Abbott purchased the schooner "Amy" and had a successful season. Subsequently he went to Melbourne to recuperate after a severe attack of fever, and upon his return conveyed the late Mr. Alex. Forrest and his exploring party to Cossack. During this voyage they encountered a terrific hurricane off the Nor.-West coast in which the "Amy" would certainly have foundered had it not been for the splendid seamanship and intrepid courage of Captain Abbott, which received the highest tribute from Mr. Forrest, who named a conspicuous landmark on the north bank of the Fitzroy Mount Abbott, out of compliment to the master of the "Amy." In the course of his cruises off the Nor.-West Cape Captain Abbott battled through five of the terrific tempests for which the locality is noted, among them being one of the very worst yet recorded. The gale struck the ship, which heeled over until she was almost beam-ended. In the midst of a deafening uproar of wind, with his hand funnel-wise to the mate's ear, the captain gave the order to cut away the mast, by which measure the boat—the "Annie Beaton"—righted herself and eventually reached port safely. He afterwards

disposed of this vessel and traded between Hong-Kong, Singapore, and Mauritius in charge of the barque "Star Queen," which was the last ship he owned. An interesting circumstance occurred later in his career. He accepted the position of first officer on board the "Georgette," the first steamer engaged in the Western Australian coastal trade, but at the last moment got himself transferred to his former charge, the "Amy," providing a substitute to fill his place on the "Georgette." Proceeding to sea the latter vessel was wrecked off Cape Naturaliste, and many of the crew and passengers lost their lives. Captain Abbott, in the early days of the Nor.-West, carried the mails, etc., for the Government and supplies for the original settlers in that region. About 1895 he took up his residence in Fremantle, and was the founder of the Fremantle Stevedoring Company, which he still conducts in conjunction with Mr. A. McLennan. He has various property interests in the town, and is regarded as one of the identities of that flourishing seaport. He is a Freemason of thirty years' standing, and was one of the earliest members of the fraternity in Fremantle.

LESLIE & CO. engineers and engineering merchants, 959-961, Hay Street, Perth. WILLIAM LESLIE, M.I.E.S., M.I.Mech.E., was born in Scotland in the month of October, 1860, and received his early education at public schools in Alyth and Glasgow, Scotland. Subsequently he attended the Glasgow West of Scotland Technical College and at the close of his schooldays served a five years' apprenticeship to the engineering profession. He became identified with the staff of John Elder & Co. in the Fairfield Shipbuilding Yard, and afterwards spent three years in the Cape Mail Service in order to gain experience in marine engineering work. Returning at the end of that period to the Technical College he devoted his attention to civil engineering and in 1885 proceeded to British Honduras in Central America to carry out an important engineering work in connection with what was known as Baron Sicama's scheme for improvements to the town and harbour of Belize. Mr. Leslie was engaged in this enterprise until 1890 and upon his

return to Glasgow commenced practice in that city as consulting and inspecting engineer. Three years later he was offered the management of the Firhill Ironworks which he accepted, and occupied that position until 1896, when he resigned to come out to Australia. In October of the same year he received the offer of an appointment under the late C. Y. O'Connor, in the Public Works Department, as Engineer in charge of the Swan River improvements, and filled this position until the suspension of the work in 1898. He was then transferred as Resident Engineer in charge of the construction of the Mundaring Weir for the Coolgardie water supply scheme, and after completing this and sub-



Bartletto, Perth.  
MR. WILLIAM LESLIE.

sidary works, upon the death of Mr. O'Connor, was appointed by the Government to succeed him as Engineer in charge of the Fremantle Harbour Works to carry out the original scheme designed by the deceased gentleman. When the Harbour was completed and a Trust for its administration formed Mr. Leslie resigned in order to establish a private practice and engineering merchant business in Perth, which he has carried on successfully since 1903. Besides being largely employed by corporations, companies, and firms in a consulting capacity in regard to water supply, tramway construction, and other engineering works, the firm, which includes Mr. E. A. Randell and Mr. William M. Cooper, are large contractors for the supply of all descrip-



tions of engineering plants and modern machine tools. Mr. Leslie is President for the current year (1911) of the Western Australian Institute of Engineers.

bert Stevenson, Son, & Co., engineers, of Newcastle-on-Tyne. Four years of his indentures had expired when he contracted rheumatic fever and retired from business on the ad-

the object of gaining experience. The discovery of gold in that neighbourhood, however, altered his plans for the future, and proceeding to the scene of the find he began dry-blowing and prospecting with varying success. Perceiving an opening he became engaged in contracting with teams between Geraldton and Cue during the construction of the railway line, and as the settlement started to form went into business as a forwarding agent at Cue and Nannine in partnership with Messrs. Jacques, McIntosh, and Manford. Subsequently he traded on his own account in the same place until 1898, when he sailed for England, where he remained for two years. Upon his return to Western Australia he established his present business at Fremantle, and the Company is now well known as one of the leading firms of Customs and forwarding agents and bonded stores proprietors in the State. All the business entrusted to the firm by the great mining companies on the fields and others is personally attended to by the principal of the Company, who has won the confidence of all sections of the public by his commercial reliability and attention to matters placed under his control.



Photo by C. E. Farr.  
F. MANFORD & CO'S PREMISES, HENRY STREET, FREMANTLE.

FRANK MANFORD & COMPANY, bond proprietors, Customs, shipping, and forwarding agents, 4, Henry Street, Fremantle, and at

vice of Professor Page, who as far back as 1861 was medical officer in Guildford, Western Australia, under the old Colonial Office regulations.



Photo by C. E. Farr.  
F. MANFORD & CO'S BOND STORES, BAZAAR TERRACE, PERTH.

Perth. The head of this well-known Company, whose military career appears in another section of this work, when seventeen years of age entered the old original firm of Messrs. Ro-

bert Stevenson, Son, & Co., engineers, of Newcastle-on-Tyne. Four years of his indentures had expired when he contracted rheumatic fever and retired from business on the ad-

ALEXANDER WATSON, representative for the firm of Emanuel Brothers, of Fremantle, is a son of the late Mr. John Watson, of Coleraine, Ireland, and was born at St. Kilda, Victoria, on April 9, 1866. He pursued his scholastic studies at Brighton Grammar School, in that State, and subsequently entered upon pastoral pursuits. Proceeding to the western district of Queensland in 1883, he began overlanding stock, and at a later date engaged in stock-dealing on his own account, being occupied with these and kindred avocations up to 1895. In that year he came to Western Australia, and having passed a year in visiting the various goldfields eventually became identified with the firm of Forrest, Emanuel, & Co., as their cattle-buyer and representative in Wyndham, East Kimberley, and the Northern Territory. In this connection he did a good deal of exploration work for the Company, on whose behalf he took up country at the head of the Pentecost and Chamberlain Rivers, also adding to his duties those of stock-shipping representative for the firm at Wyndham.

Ultimately he was offered the position of Manager of the Fremantle Branch of the business, which he accepted and has continued there ever since. During his occupation of this post he has handled over a quarter of a million of cattle and several million of sheep on behalf of the Company, and in 1910, upon the transference of the business of Messrs. Forrest, Emanuel, & Co. to Messrs. Emanuel Brothers was appointed a Director of the latter firm. Mr. Watson has a wide knowledge of the meat question which is attracting so much attention, and has contributed articles to the daily Press on the subject. He is an excellent judge of stock, and has acted in this capacity for many years at the Royal Show, as well as at the principal shows in various agricultural centres. He is a member of the Fremantle Chamber of Commerce and of the Commercial Travellers' Club, having served on the council of that body for five years. As a member of the Western Australian Turf Club he is an advocate of all clean sport.

**ROBERT HARDY HOLMES, J.P.**, is a son of the late Mr. Robert Holmes, who occupied a post in the Civil Service in Western Australia for many years. Born at Busselton on May 28, 1860, he was educated at the Government School at Mandurah, and having arrived at the age of sixteen became engaged in farming pursuits on his father's property at Lake Clifton, where he continued for several years. At twenty-one he accepted the management of the Sutton Estate at Mandurah, which he relinquished four years later in order to establish a general butchering and meat supply business in Perth in conjunction with his three younger brothers. This concern prospered and the business of Messrs. Holmes Brothers is an example of the revitalizing of a dying enterprise. It was purchased by the firm for only £80, and under capable management became one of the best-known and thriving businesses in the State. Eventually it was floated into a limited company and placed under control of Messrs. Forrest, Emanuel, & Co., when the Brothers Holmes went into retirement. Mr. Holmes for many years has taken considerable interest in public affairs and in 1898 was elected to a seat on the Fremantle Roads

Board, in which he occupied the chair for a lengthy period, resigning his connection with the Board in 1908. He was a member of the Fremantle Municipal Council for twelve years and represented West Ward during the whole of that time, on one occasion only being opposed. He has been connected with the Royal Agricultural Society from its inception, and has continually acted as adjudicator of stock both at the Royal and country shows, being admittedly one of the best judges of fat stock not only in local circles but in the Commonwealth. He is a member and Past Master of the Ionic Lodge, No. 58, W.A.C., in the fraternity of Freemasons, and for many years was connected with the Royal Arch Chapter. He is prominent in all charitable movements and gives ready support to all organizations having for their object the alleviation of the condition of the distressed. For twenty-five years he has been an active member of the Western Australian Turf Club and extends his patronage to all forms of healthy outdoor sport. In the year 1907 Mr. Holmes married Cicely Viotti, daughter of Inspector McKenna, of Fremantle.

**CYRIL WALTER WALKER, Fremantle**, is a native of Wolverhampton, Staffordshire, England, where he was born in 1860. He is a son of the late Mr. William Walker, a member of the firm of T. W. & J. Walker, hardware merchants, of that place, and was educated at the famous St. Andrew's College in Scotland. After attending school and college he became a student at the University, concluding his course at the age of seventeen, when he entered upon a commercial career in his father's business house, remaining there for about twelve years. In 1889 he relinquished this connection in order to come to Western Australia, and arrived in this State about the time of the inauguration of responsible government. For nearly two years Mr. Walker was associated with the firm of W. D. Moore & Co., at the end of which period he accepted a partnership with the well-known firm of Sandover & Co., becoming attached to the Fremantle Branch, which he has practically managed ever since. He is a member of the Fremantle Club and of the Fremantle Golf Club, to which sport he

devotes a good deal of his leisure time, and he is also fond of shooting. Before his departure from the Old Country he took a deep interest in political life, and was an ardent supporter of the Gladstone Administration. Even from the age of twenty he actively concerned himself in the welfare of his Irish neighbours across the channel, and was a prominent worker in the Home Rule cause in the days when Mr. Gladstone's star was at its zenith. Mr. Walker did more, perhaps, than any other private member of the community to forward this movement, and with Labouchere and T. P. O'Connor bore the heat and burden of the day in the battle which was won in the Commons and afterwards lost in the Lords. Since coming to Australia his activities have been mainly concentrated on his private business affairs, and he has taken no active part in public life. Mr. Walker is married and has three sons and two daughters.

**ARTHUR MORRIS OLIPHANT, Manager of the Western Australian Producers' Co-operative Union, Limited, Howard Street, Perth**, is a son of Mr. John Oliphant, of Montrose, Scotland, where he was born in 1872. He received his education at the Montrose Academy, and upon the completion of his studies entered the office of Messrs. Robert Millar and Sons, timber merchants, of Montrose and Aberdeen, with whom he remained until 1895. He was then transferred to the Western Australian Timber Mills owned by J. M. Ferguson, Limited, with whom his former firm ultimately entered into partnership, and for five years occupied the position of manager in Perth, in 1900 returning to England for a year. At the end of this period he again took passage for Western Australia, and for a time was engaged in working a cyanide plant at Southern Cross, subsequently joining the staff of the Lake View Consols in Kalgoorlie in order to obtain a more up-to-date knowledge of the process. In 1902 he returned to Fremantle and commenced business as a mercantile agent, in which line he carried on until he received the appointment of Manager of the Producers' Co-operative Union in 1906. The Union, which was founded through the instrumentality of the late Mr. Charles Harper and others who have played a leading part in

its advancement, has 1,242 shareholders (representing 10,766 shares), all of whom are engaged in the farming or fruit-growing industry, the Board of Directors being chosen from among themselves. Its objects are to import those goods in regular demand by farmers, fruitgrowers, etc., and to exploit outside markets for their produce. It was the means



*Bartletto, Perth.*

MR. ARTHUR MORRIS OLIPHANT.

some years ago of opening up the London market to Western Australian wheat, and a large export trade in wheat and flour is now being done, while the handling of wheat in bulk according to the latest methods is at present engaging the attention of the Union. It initiated an export of frozen meat during the last few years and has made regular shipments of wool ever since its inception. An additional feature is the conduct of auction sales daily at Perth Yard. The Union has recently been appointed agents in Western Australia for Messrs. Nicholson & Morrow, makers of the well-known "Union" harvesters and other agricultural machinery, and it is selling agent for Messrs. Cuming, Smith, & Co.'s "Florida" superphosphates and "Sickle" brand manures. Mr. Oliphant is Vice-President of the Perth Chamber of Commerce and a member of the Perth Club. He is an ardent golfer and one of the original members of the Fremantle Golf Links, and takes a keen interest in the advancement of this Club, of which he was Captain during its first year. He married a daughter of the late Rev. David Shearer, of Perth. Western Australia, formerly of Edin-

burgh and Gateshead-on-Tyne, and has a family of three sons and two daughters.

ALEXANDER CLARKE MUNRO, "Hinemoa," Claremont, is a son of the late Donald Munro, of Rosshire, Scotland, who arrived at Hobart, Tasmania, in 1856, where the subject of this review was born three years later. At the close of his scholastic studies he became associated with the sawmilling trade under his father, who was manager for a large timber company at Hobart, and after spending five years in this connection proceeded to Victoria to take over the management of a sawmilling enterprise in the North-Eastern district of that State. Three years later he became connected with Messrs. C. & E. Millar, railway contractors, for which firm he undertook the building and management of sawmills for the cutting of sleepers and other timber required in the construction of various railways, notable among which was the line across the desert from Dimboola to Murray Bridge, nearly all the sleepers for the overland line being turned out from these mills. Mr. Munro subsequently carried on business on his own ac-



*Bartletto, Perth.*

MR. ALEXANDER CLARKE MUNRO.

count in Victoria for several years, being engaged in the timber trade at the time of the bursting of the land boom in 1893. Owing to the resultant depression in trade he came to Western Australia and took a position as Manager of the Jarrahdale Timber Station, at that time owned

by a proprietary company, and continued here until 1907. Upon relinquishing this management he was appointed superintendent of Millars' Karri and Jarrah Company's various timber industries throughout the State, the work also including the supervision of 350 miles of railway and a plant consisting of twenty-five locomotives, 800 waggons, 800 horses, etc. Over 800,000 acres of forest land are worked by this large concern, and employment is found for 2,500 hands. Mr. Munro was appointed a Commissioner to the Paris and Glasgow Exhibitions of 1901 as a representative of the timber industries of Western Australia, and took a prominent part in the preparation of exhibits and the deliberations of the Commissioners. Whilst resident at Jarrahdale he was one of the original members of the Roads Board, and has continued his connection with this body ever since. He has taken a prominent part in Masonic work, and was one of the foundation members of the lodge at Jarrahdale, filling the chair on two occasions, and still retains membership in this lodge. He held office as Junior Grand Deacon, and is now Junior Grand Warden of the Grand Lodge of Western Australia. In outdoor sport he has always been an enthusiast, taking special interest in cricket and tennis. He was an active member and player in all the clubs connected with the mills during his long period of association with the timber industry. Mr. Munro married Annie, daughter of Mr. James McLeod, of Ayr, Scotland, an early arrival and prominent grazier and farmer in Victoria, and has two sons and five daughters.

E. C. STOTT & CO., importers of Remington standard typewriters and all typewriter supplies, 45, St. George's Terrace, Perth (telephone 1281); Business College, Weld Chambers, 44, St. George's Terrace. This business was established in 1903 by Mr. E. C. Stott, who had previously filled the position of representative for the Remington Agency in New South Wales. The Remington typewriter is well known as one of the most successful time- and labour-saving appliances known to the modern commercial world, and has run the gauntlet of competition with other leading makes with results more than satisfactory to its proprietors. Since the period above

referred to the Nos. 10 and 11 models have been put upon the market, and so great has been the popularity of these visible writers that cable advices from America mention the output as so great that the orders booked averaged one per minute. A new device which has more than doubled the value of the typewriter is the Wahl adding and subtracting attachment, which is built on the front of the Remington model No. 11, and is operated by means of the figure keys of the machine, these keys writing and adding at the same stroke. This device works with surpassing speed, is error proof, and can be used by any operator after a few hours' practice. Mr. Stott has also the sole agency for the Burroughs adding machine, which already has been established in all the banks in



MR. EDWIN CHARLES STOTT.

Perth, the General Post Office, the Railways Department, the Treasury, and numerous other Government departments and leading commercial houses throughout the State. EDWIN CHARLES STOTT is a son of the late Mr. John Stott, well known in journalistic circles as the founder of *The Pleasant Creek News* and *The Southern Cross* newspapers in Victoria. The gentleman under review was born at Brighton, Victoria, in 1861, and received his education at the local Church of England Grammar School. Upon the conclusion of his scholastic career he entered his father's printing establishment, and remained in this connection until 1878, when he left Victoria to continue in the same

line of business in New South Wales. Three years later he returned to Melbourne, and was the first operator to handle the pioneer practical typewriting machine introduced into Australia, the "Caligraph," which he afterwards transferred to his brother, Mr. Sydney Stott. The latter gentleman established the business of Messrs. Stott and Hoare, and relinquished the "Caligraph" agency in favour of the "Remington," which machine he was instrumental in introducing into the various States of the Commonwealth. Until 1897 Mr. E. C. Stott maintained his connection with the printing trade, but at this period abandoned it to take up the duties of representative for the Remington machine in Sydney, which office he filled for five years under the auspices of the firm of Stott and Hoare. In 1903 he came to Western Australia and established the business above referred to, and also, in connection with it the Business College of Messrs. Stott & Co., of which mention is made in the succeeding article. Mr. Stott married a daughter of Mr. Henry Martin, of South Australia, and has four sons and three daughters.

STOTT & CO.'S BUSINESS COLLEGE, Weld Chambers, 44, St. George's Terrace, Perth. (Proprietors, E. C. Stott and V. J. Matthews). This well-known institution was founded in 1903 by Mr. E. C. Stott, whose biography immediately precedes this notice, and since its inception has made rapid strides in the favour of the public. Its central position in St. George's Terrace is yet remote from the disturbing elements of noisier thoroughfares, the classrooms are roomy and well ventilated, with excellent lighting arrangements, and the hygienic conditions all through have been made a special study. Each room is fitted with furniture especially adapted to the requirements of its respective department, and at night the whole suite is lit up with electricity, providing a splendid lighting service for the benefit of evening students. The departments include bookkeeping and office practice, shorthand, typewriting, mercantile law, penmanship, business arithmetic, business correspondence, languages (including French, German, Spanish, Greek, Italian, Latin, English, and Esperanto), and ac-

countancy. Elocution classes are also held on week-days. Students are prepared for the ordinary University, Commonwealth, and State Public Service and Parliamentary *Hansard* reporters' examinations, and for the examinations conducted by the Incorporated Phonographic Society, the Dental and Pharmacy Boards, the Perth and Fremantle Chambers of Commerce, the British Esperanto Association, and many other public examinations covering a wide area. Evening classes are largely attended by many students anxious to augment their day course by extra study, or those who are engaged in office work during the day, and these have been found of special value. Tuition by post has established its right to be regarded as a successful educational agency and is one of the recognized departments



MR. VINCENT JOHN MATTHEWS.

of the College work. Sport is not neglected, the College having its cricket, hockey, football, and lacrosse associations, and the monthly magazine gives scope for the exercise of literary ability. Every department is under the charge of an expert instructor, and a personal interest is taken in the advancement of every student who enters the institution. Three scholarships are awarded annually, the examinations for which are held in October of each year. From its inception every year has shown an increase in the number of students attending the College, and in 1910 this reached the large total of 348. The same year witnessed a greater number of successes in the local public examina-

tions than fell to the share of any other business college, and students from this institution secured the highest percentage in all Australasia at the examination of the Incorporated Phonographic Society of Australia held in Sydney, when twenty-seven of Messrs. Stott & Co.'s pupils were presented and all passed, six securing distinction. The Employment Department plays a very important part as a medium between employers and graduates of the College, and many by this means have been helped to very high and responsible positions, while principals are aided in securing the skilled service which they require. The annual picnic and sports take place in October and speech night is held in December of each year. VINCENT JOHN MATTHEWS, Headmaster and Manager of the College, was born in Victoria and is a son of Mr. George V. Matthews, of that State. After receiving a sound secondary education he entered Messrs. Stott & Hoare's Business College in Melbourne and graduated from this institution, securing all the certificates granted by that College to commercial students and also winning the gold medal and other prizes. In the same year he was awarded three commercial certificates by the Melbourne University. After a period spent for the sake of experience in various offices and reporting Mr. Matthews in 1906 entered upon teaching as a profession, and for twelve months was identified in this capacity with the College, where he had himself received his commercial training. In 1907 he arrived in Western Australia and took over the management of the institution, with which he is connected at the present time, then known as the Remington Business College. In 1910 he joined Mr. Stott in partnership, and has since continued to exercise full control over all the departments connected with the College. He has passed many teachers' examinations and is a Fellow of the Incorporated Phonographic Society (Eng.), Fellow of the Institute of Commerce (Eng.), Fellow of the Commercial and Specialist Teachers' Society (Eng.), Fellow of the Association of Bookkeeping Teachers (Eng.), holder of Melbourne University commercial diplomas, Associate of the Incorporated Society of Commercial Teachers (Eng.), and Fellow of the Incorporated Phonographic Society

of Australia. He identifies himself with the various forms of sport and is Vice-President of the Mercantile Cricket Association.

BENJAMIN ROSENSTAMM, J.P., wholesale leather merchant, saddler, etc., and proprietor of the Perth Tannery, is a son of the late Mr. Elias Rosenstamm, of Norden, Germany, where the gentleman under review was born on October 25, 1867. He was educated at the German College in his native town and continued his scholastic studies until sixteen years of age. After passing examinations which reduced the period of his compulsory military service in the Fatherland to one year he launched out upon a com-



Bartletto, Perth.

MR. BENJAMIN ROSENSTAMM.

mercial career in the firm of J. Daltrop, of Gustrow, Mecklenburg, and eventually emigrated to Australia, landing at Melbourne in January, 1887. After a month's experience in a boot factory he joined the firm of Michaelis, Hallenstein, & Co., of Melbourne, and continued in the employ of this Company until 1894. In August of the latter year Mr. Rosenstamm came to Western Australia and opened in business on his own behalf as a leather merchant at Perth, and two years later was joined in partnership by his former firm of Michaelis, Hallenstein, & Co. In 1904 the Perth Tannery was purchased from Mr. F. D. Good, and this concern, one of the landmarks of the city and originally owned by Messrs.

Ranford Brothers & Simpson, in its present hands has lost none of the prestige earned during fifty years of thriving trade which has marked its progress since its inception. About a hundred employes are required for the conduct of the business, and a special feature is made of the harness factory, where every kind of harness is manufactured. The building in which the head office is situated was erected in 1904 at a cost of over £8,000, and the establishment is accounted the leading one of its kind in the State. In the Franco-British Exhibition of 1898 the firm was awarded a diploma and bronze medal for saddlery and a diploma of honour for leather work, and in 1906-7 received a certificate of merit from the Western Australian Chamber of Manufactures. Mr. Rosenstamm has held the various positions of Treasurer, Vice-President, and Committeeman in the Western Australian Chamber of Commerce, and occupied the presidential chair during 1907-8, when his address to the Chamber at the annual meeting elicited the most complimentary remarks from the local Press. He is Hon. Treasurer and a member of the Board of the Children's Hospital, and is connected with the fraternity of Freemasons. In 1910 Mr. Rosenstamm took a trip to England and the Continent and revisited the scenes of his youth after twenty-three years' absence, combining pleasure with business during a tour through most of the principal cities of the Old World. He is a member of the Commercial Travellers' Club and of Perth Club, and in circles of sport turns his attention chiefly to fishing, tennis, and golf, holding membership in the Cottesloe and Fremantle Golf Clubs. In 1906 he married Doris, only daughter of Mr. Charles Fraenkel, Mayor of Bunbury, Western Australia, and has two daughters.

GEORGE WILLS & CO., ship-owners and general merchants, Australia and England. It is now nearly seventy years ago since the late Mr. George Wills came from England to Australia with the object of establishing a business and selected Adelaide as the venue of his operations. So successful was he in the carrying out of his enterprise that at the present day the firm of George Wills & Co., of London and Australia, is widely recognized as

one of the leading business houses which have played so important a part in the commercial development of the Australian Continent. At its inception the business was conducted in a small establishment in Rundle Street, which was mainly confined to the drapery and softgoods trade. The enterprising and progressive spirit displayed soon resulted in a rapid expansion of business, and in 1859 the firm found it necessary to open its own buying-house in London. The subsequent record of the house has been one of practically uninterrupted progress and expansion, until to-day it not only controls one of the most comprehensive wholesale businesses in South and Western Australia, but its trading ramifications extend to New South Wales, Victoria, and Queensland. The softgoods branch of the business at an early stage of the firm's career was left in the hands of the twin-firm of G. & R. Wills & Co., which is a distinct business, though under the same proprietary, while the transactions of Messrs. George Wills & Co. are those of shipping and general merchants. In general shipbroking and chartering it controls a very extensive connection, especially between England and all parts of New Zealand, as well as in the Australian trade. In addition to the chartering and loading of vessels and the various duties appertaining to shipbroking and chartering Messrs. George Wills & Co. have pecuniary interests in several steamers running between London and Australia. The firm acts as agent for the well-known P. & O. Branch service steamers and Alfred Holt's, of Liverpool, and has several important sailing-ship agencies. The Australian headquarters of Messrs. George Wills & Co. are at Grenfell Street, Adelaide, and the firm has branch offices in the various business centres of Australia. The London buying-house and offices are at 3, Chapel Street, Whitecross Street, E.C., where the premises cover a large area and are divided into excellently appointed offices for the various members of the firm controlling its affairs in London, while for the purely shipping portion of the business the offices are at 57, Leadenhall Street, E.C. In 1896 the Fremantle Branch of the business was opened by Mr. A. E. Braund, who acted as Manager for the Company at this centre for many years. The premises consisted of offices in Phillimore Street and a warehouse in South Street, while now the head

office for Western Australia is at Murray Street, Perth, with branches at Fremantle and Maritana Street, Kalgoorlie. In Western Australia the firm has played a leading part in the development of the mineral and agricultural industries. In the earlier days of its trade relations with the State, which now extend back over a period of twenty-five years, its operations were confined chiefly to the skin and produce business now being carried on by Messrs. Henry Wills & Co. at Fremantle, but about 1897 it entered upon the business of general mer-

chants, shipping, Customs, and forwarding agents, and at the present time is doing perhaps the largest general business in Western Australia. The financial assistance which the firm has been able to render to industries in their infancy has tided over the critical stage in the career of many a struggling enterprise. Agriculture in particular is heavily indebted to the firm, which, with other large merchant houses, has ensured to the tillers of the soil a large and reliable supply of agricultural machinery, fertilizers, and general farmers' requirements on extended terms, and in addition has found

for them a ready and remunerative market for their produce. In the mining and pastoral districts the house bears an equally favourable reputation, and other transactions comprise contracts with the Government for the supply of such commodities as railway materials, iron and steel, galvanized iron, and for the purposes of export the purchase of shipments of the valuable timber which is found in various parts of the State. Another department consists of the importation of softwoods for the demands of the wholesale trade, and yet another of premier importance in the numerous agencies held by the firm, notable among which are Messrs. H. & E. Albert's English Thomas phosphates, the United Alkali Company's English superphosphates, jute goods, etc., special agencies being that for Messrs. Lea & Perrins' world-famous Worcester sauce and Messrs. C. & E. Morton's grocers' requisites. To the late Mr. George Wills is readily accorded the honour due to him who "found a thing to do and did it," his particular achievement having meant much to the successful development of the young Australian nation. It is the merchant who by his courage, perspicacity, probity, and enterprise does

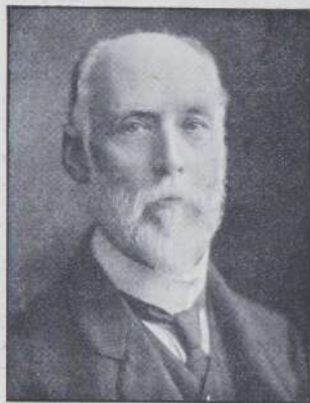


MESSRS. GEORGE WILLS & CO.'S PREMISES, MURRAY ST., PERTH.

more than any other class to colonize and develop the bounds of Empire. The late Mr. George Wills bore the brunt of the development of the business to its present stupendous and influential proportions, and his career may be taken as a typical example of that of the eminently successful British merchant of the Victorian epoch. At the present time the personnel of the firm consists of the late Mr. George Wills' three sons, Messrs. George Tarlton Wills, John Henry Wills, and Charles Percy Wills, and Messrs. George Arthur Jury and Charles Frederick Rischbieth.

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G. & R. WILLS & CO., general warehousemen, Perth, Fremantle, and Kalgoorlie. A business house that has played a very important part in the commercial development of Australia is the firm of G. & R. Wills & Co., whose headquarters are at Adelaide, and who are practically identical with the firm of George Wills & Co., of London and Australia. It was about 1850 that the late Mr. George Wills came out to Australia with the object of establishing a business and selected Adelaide as the venue of his operations. He opened a small establishment in the heart of the City of Adelaide, confining his trade chiefly to drapery and softgoods. The enterprising and courageous spirit displayed soon resulted in a rapid



Bartletto, Mr. A. E. KING. Perth.

development of business, so much so that in 1859 the firm found it necessary to open its own buying house in London. The subsequent career of this house furnishes over fifty years' record of practically continuous and uninterrupted progress and expansion, until to-day it not only controls one of the most extensive wholesale softgoods businesses in the Central State and there occupies one of the largest and most perfectly-equipped warehouses in the Commonwealth, but its trading ramifications have extended over the whole Continent of Australia. Next, perhaps, to the establishment in Adelaide in point of size in the building and the volume of trade controlled is the fine warehouse erected in 1897 in Hay Street, Perth, and extended to St. George's

Terrace in 1912. As early as 1866 the firm had its travelling representative in Western Australia, the first gentleman so employed being the late Mr. J. G. Anderson, who in 1881 was thrown from his horse and killed at Roebourne, in the Nor'-West. The position was filled successively by Messrs. John Cornish (1881-4), John Holman (1885), W. J. Stewart (1886), S. P. Saphir

and since 1908 the business has been under the joint management of Messrs. A. E. King and A. L. Parker, the former of whom has been identified with the Western Australian house since 1892 and the latter since 1894. In 1897 the headquarters were transferred from Fremantle to Perth, where what was then considered a large warehouse had been erected in Hay Street,



Photo by C. E. Farr.

G. & R. WILLS & CO.'S PREMISES, HAY STREET, PERTH

(1886-98), and it was during the lastnamed representative's period of service that stock was first permanently held in Western Australia, headquarters being established at Fremantle in 1889. Upon the death of Mr. Saphir his place was taken by Mr. D. H. Weidenhofer, who died in 1900, having had control for about two years. He was succeeded by Mr. D. Macpherson, who represented the firm to the end of 1907,

comprising a basement and three floors, where the various departments are stocked with boots, manchester and linens, blankets and rugs, carpets, furnishings, woollens and clothing, mercery, millinery and laces, silks and ribbons, dresses, mantles and costumes, underclothing, haberdashery, hosiery, stationery and leatherware, perfumery, fancy goods and toys, and light ironmongery. The expansion of trade in later years rendered necessary yet further accommodation, and in 1912 the premises were extended through to St. George's Terrace, by means of which additions the former flooring space was doubled. The new structure was erected at a cost of about £22,000, and with the former premises comprises the finest warehouse block in Western Australia. The new bulk store, 120 ft. long and 40 ft. wide, is located in the basement, and adjoining are the receiving-room, packing-room, workshop, a large reinforced concrete strong-room, and the granolithic-paved

yard. Showrooms, 165 ft. long by 55 ft. wide, comprise the whole of the second floor, and are connected with the older part of the building by reinforced concrete and fireproof passage-ways, from which open out ladies' and gentlemen's lavatory suites, this convenience also being provided in the connecting building at the flat roof level. The flat roof, 166 ft. long by 56 ft. wide, is

ternal and internal, is fitted with steel roller shutters. Each showroom has two 30 ft. by 15 ft. light wells, and all the floors are connected by cedar staircases, while two electric friction goods hoists are worked automatically from each floor of the building, and there is also a modern electric goods lift. The original building has also been fitted with a first-class 200-

flat white. The main entrance for the receiving and dispatch of goods opens on to St. George's Terrace by a wide granolithic-paved cart-way, and the whole block is a substantial and handsome addition to the architecture of the City of Perth. For the benefit of the Coolgardie goldfields district the firm erected at Kalgoorlie in 1899 a permanent sample-room, where a full range of samples representing the Perth stock is carried all the year round. From this centre the immediate surrounding districts are worked by a local staff. A glance at the map of Western Australia will show the enormous tract of country which has to be covered by means of rail, coach, or boat by

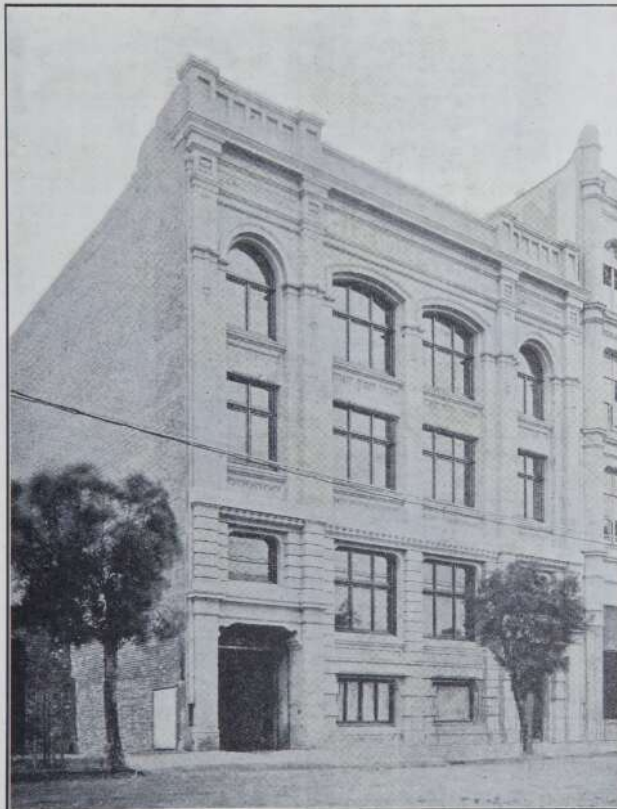


Photo by C. E. Farr.

G. & R. WILLS & CO.'S PREMISES, ST. GEORGE'S TERRACE, PERTH.

covered with Trinidad asphalt, and is fitted with two large lantern lights to assist the lighting of the showrooms below. Every care has been taken by the architects with the sanitary arrangements and ventilation, all of which are up to date in every respect. All the external window openings are fitted with Wormald's patent fire-screens, and every door opening, both ex-

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minute speed electric passenger lift to serve each floor, and an electric goods lift. The whole of the later structure is of brick throughout on cement concrete foundations, the main floor areas are of jarrah hardwood, and the floors of the connecting building are of reinforced concrete finished with tiles of ornamental design, while the ceilings are of art-stamped steel finished with



Bartolotto.

Perth.

MR. A. L. PARKER.

travelling representatives in order to reach the firm's clients in localities extending from Derby in the North-West to Esperance in the South-East, and to Laverton in the Eastern goldfields, and the determined manner in which all obstacles to the furtherance of business ends have been surmounted is only an additional testimony to the enterprise of the firm and its competent staff, which in the various States numbers considerably over a thousand. A great deal of the stock is of Australian manufacture, the Company having had erected in South Australia very extensive clothing, shirt, boot, shoe, and leather factories which are fitted up with the most up-to-date machinery and turn out a superior class of goods.



GEORGE P. HARRIS, SCARFE, AND CO., LIMITED. Registered office for Western Australia, 297 to 303, Murray Street, Perth. This great firm of wholesale ironmongers, agricultural and general machinery merchants, etc., etc., the largest of its

Directors in 1890 to send a representative from Adelaide to take charge of the firm's interests here, an honour which was conferred upon Mr. William Sandover (afterwards founder of the firm of Sandover and Co., of Perth), who held the position for about twelve months. Upon the resignation of this gentleman at the end of that period he was succeeded by the late Frederick Stacey, who proved himself peculiarly adapted to the pioneering work entrusted to him. Through his untiring efforts and the firm's satisfactory handling of the business trade increased by leaps and bounds, and with the increasing activity in the gold-mining industry the Adelaide directorate decided in

assistants, a man and a boy, applied their energies to the working up of the trade. Additional storage space very soon became necessary, and between 1897 and 1898 suitable land became available in Newman Street, Fremantle, where a site was purchased and stores and offices erected. Owing to the continued steady progress of the business and the coincident increase of stocks, these premises sufficed only for a short time, and further blocks of land were acquired in High Street and Henderson Street, where large stores and stables were built. During this time several changes had taken place in the management. In 1903 the retirement of Mr. Martin took place, and his successor, Mr. L. K. Lewis, was appointed to control the business. The untimely death of the latter gentleman in the following year rendered the position once more vacant, and the late Mr. Frederick Stacey was recalled from Kalgoorlie—where he had been permanently stationed for some years as manager of the firm's business on the goldfields—and installed as head of affairs at Fremantle. Only three months later one of the most disastrous fires ever



Photo by C. E. Farr.

GEORGE P. HARRIS, SCARFE, & CO.'S PREMISES, HIGH STREET, FREMANTLE.

kind in the Southern Hemisphere, had its inception in Adelaide, South Australia, in the year 1862, when Messrs. George Scarfe, Richard Smith, and George P. Harris joined forces in the establishment of a warehouse in Gawler Place. Mr. Harris, who subsequently took over the management of the firm's London office, died in 1874, in which year Mr. Thomas R. Scarfe arrived in Adelaide and afterwards was admitted into partnership. In 1900 the business was converted into a limited liability company, with a paid-up capital of £700,000, the Directors being Messrs. George Scarfe (Chairman), Richard Smith, and Thomas R. Scarfe. Three years later Mr. George Scarfe, to whose ability and enterprise the success of the concern was primarily due, died in Adelaide at the age of seventy-six years, and the present Directors of the Company are Messrs. Richard Smith (Chairman), Thomas R. Scarfe, Frederick G. Scarfe, and H. Law Smith. From the first the business obtained a reputation for reliability, this being one of Mr. Scarfe's most marked characteristics which was early reflected in his trading operations. The scope of the rapidly-increasing connection widened, and as time passed a large number of contracts were taken for mining supplies, not only in South Australia, but also in Broken Hill and Western Australia. The bright prospects of the mining industry in the Western State led the

1895 to import direct from overseas, and the establishment of a branch house in Western Australia became a necessary step in the development of this forward movement. Mr. G. G.



Photo by C. E. Farr.

GEORGE P. HARRIS, SCARFE, & CO.'S PREMISES, MURRAY STREET, PERTH.

Martin (now manager of the General Electrical Engineering Company, Perth) accordingly was deputed to undertake the responsibility of opening the new branch, and he chose as the headquarters of the business a small one-roomed chamber situated beneath the old "Eureka" Mill, at Fremantle, where the staff, consisting of the manager and two

known in the history of Western Australia devastated the warehouse, an ordeal which was sufficient to try the mettle and resources of one of longer standing in the position now occupied by Mr. Stacey. Despite this heavy blow, however, it remains to the everlasting honour and credit of the firm that although very little of the stock was left in good order or saleable con-

dition orders on hand were executed in a minimum of time, though at considerable loss to the company, and during the whole of the trying time which elapsed until the arrival of new stock not one of the firm's employes lost even an hour's pay. As a consequence of this fire new premises were again required, and this work was undertaken at once, the result being the imposing and commodious block of warehouses that are to be seen in High Street, Newman Street, Henderson Street, and Queen Street, Fremantle, at the present period. Covering nearly two acres of ground, these premises consist of five large stores, containing a floor space of approximately 72,000 square ft., and all the most modern hoisting appliances for the handling of heavy goods in the most economical manner, iron racks, platforms, and other conveniences have been installed. The progress of the firm in Western Australia may fairly be claimed to have proceeded hand in hand with the remarkable development of the State during the past few years, and owing to the ever-expanding business the immense stores at Fremantle soon proved quite inadequate to house the stocks required to meet the increasing and pressing demands from all quarters of the mining, agricultural, and metropolitan districts. Additional land was therefore purchased in

goods imported, consisting of furnishing and general ironmongery, electroplated ware, mining materials, saddlery and harness, oils and colours, paperhangings, guns, rifles, and ammunition, fancy-goods, sporting materials, etc., etc. The busi-

ness of the agricultural department having increased so rapidly that the space allotted to it proved quite inadequate for the efficient handling of the growing trade, and this experience being repeated in other departments, room was made for the latter at headquarters by the removal of a store in Wellington Street, where a full range of ma-



Photo by C. E. Farr.  
GEO. P. HARRIS, SCARFE, & CO.'S PREMISES, CORNER OF QUEEN AND NEWMAN STREETS, FREMANTLE.

trated. At Kalgoorlie the firm has a special mining representative, whose district embraces Kalgoorlie and the surrounding territory to Norseman in the south and as far as Laverton in the north. The complete Western Australian staff at

the present time numbers 220, and is under the personal supervision of Mr. James Eastwood, late of Victoria, who was associated for many years with the well-known firm of Messrs. Hawkes Brothers, of Geelong, and can claim an experience of some thirty years in the eastern States, his appointment taking place prior to the decease of Mr. Stacey, in 1910. Associated with the management are Mr. MacLachlan (accountant), also a Victorian, and Mr. P. Law Smith (son of Mr. Richard Smith, of Adelaide), who has spent some eleven years with the branch. The firm is sole agent in Western Australia for R. Hornsby's & Sons' engines, England; the New Way Engines, U.S.A.; May Brothers' Harvesters and Strippers; Salman's Chaffcutters and Horsegears; Monitor Windmills; Unicorn Twine Manila Rope and Binder Twine; Red Star Machinery Oil; Champion and Excelsior Cylinder Oil; Peters' English Cement; Silver Crown Mining Candles; Harris' Shovels and Spades; Western Shovels and Spades; Copper Queen Belting, etc. The firm in Western Australia has risen from a comparative "day of small things" to its present position of proud eminence. This only has been attained as the result of close application and faithful attention to details, and the watchword of the great enterprise, "Satisfaction to customers," may safely be registered as the key to success.



Photo by C. E. Farr.  
GEO. P. HARRIS, SCARFE, & CO.'S PREMISES, WELLINGTON STREET, PERTH.

Perth, a good site being chosen in Murray Street, whereon was erected the present very fine and commodious premises which were opened in 1906. A walk through the well-appointed departments of this fine warehouse affords the visitor some idea of the vast assortment of general hardware

chinery, implements, engines, pumps, etc., are exhibited. The firm has a competent staff of travellers to uphold its interests throughout the vast territory of Western Australia, the coastline from the farthest point north to south being traversed and the remote inland districts pene-

McLEAN BROTHERS & RIGG, Limited, importers, general iron-mongers, metal and machinery merchants, Murray and Pier Streets, Perth, and at Maritana Street, Kalgoorlie. It may with truth be said that no commercial house is better known through the Western State than that of McLean Brothers and Rigg, Limited. Established in 1896, the first seven years of the firm's existence were marked by steady progress, but since 1903 the prestige of the business has increased in a wonderful manner until to-day it takes rank as one of the foremost trading concerns of the Australian Commonwealth. It was in the last-mentioned year that the Western Australian Branch of McLean Brothers & Rigg, Limited, was purchased by Messrs. R. P. and W. H. Vincent, and responding to the energetic control of the new regime the business has gone ahead in a surprising manner. From time to time extensions have been made, and in 1907 the stock and agencies of W. H. Kidston & Co., Limited, of Perth, were taken over by purchase and joined to the operations of the parent establishment. About the same time a nail factory was opened at East Perth, and has since come prominently before the notice of the public as the "Sampson" Nail Factory. The building is fitted throughout with the most up-to-date machinery known to the trade, the nails

turned out being of unrivalled quality, and with a continually increasing demand the future of this venture appears very bright indeed. The principal establishment of McLean Brothers and Rigg, Limited, is situated in Murray Street, and covers a large area of

and colours. The firm acts as representative for many important manufacturing houses in the Old World, including Messrs. Babcock and Wilcox's famous tubular boilers, expanded steel metals and lathing, the Cradley Boiler Company, Harland's English varnishes and enamels, Blake's American steam pumps, Milner's celebrated fireproof safes and strongroom doors, and Bullivant's wire ropes for mining and general purposes. The Pier Street establishment, comprising a ground floor and basement, is heavily stocked with every conceivable class of goods peculiar to the special trade catered for by the firm, and is fitted up with all kinds of labour-saving appliances, lifts, and cranes, having been installed for the handling of the heavy iron and steel goods. An interesting feature is the tent, tarpaulin, and waterbag factory, which is fitted out with the latest machinery propelled by electric power. The rapid increase of the firm's turnover has led to the directors making provision for the years to come by the purchase of land at the rear of the Murray Street premises, reaching to Wellington Street, where in the course of time extensive premises will be erected on the most modern lines, which will embrace all those features essential to the successful conduct of so huge an undertaking. The total depth from Murray to Wellington



Bartletto,

Perth.

MR. GEORGE R. PRESTON.

ground, and here is displayed in great variety an immense stock of British, Continental, and American hardware, household furnishings, guns and ammunition, scales and mining machinery, saw-milling machinery, and requisites, and oils



Photo by C. E. Farr.

MCLEAN BROTHERS & RIGG'S PREMISES, PIER STREET, PERTH.

Streets is 375 ft., with a width of 60 ft., which on each floor will provide an area equal to 22,500 sq. ft. of space. The representatives of the firm regularly travel throughout the settled areas of the State, and in addition visit the most distant ports of the great Nor.-West. The directors of McLean Brothers and Rigg, Limited, are Mr. Richard Paul Vincent and Mr. William Henry Vincent. The former gentleman, who is a well-known figure in public circles, is fully referred to in the municipal section of this work, while the latter also receives extended reference in the next succeeding article. Mr. George R. Preston, the General Manager, is an Englishman by birth, having been born at Nottingham on June 16, 1862. While still a lad he was brought to Australia by his parents, who landed in the Western State. Shortly afterwards the family removed to Adelaide, where Mr. Preston completed his education, joining Messrs. McLean Brothers & Rigg in 1876. In 1897 he was transferred to Western Australia as Assistant Manager. Since that time he has maintained an unbroken connection with the business and was appointed General Manager in 1904. The claims of the large concern which he controls fully

occupy his time, and what little leisure falls to his share he devotes to gardening pursuits at his residence, "Stratheden," Subiaco Road.

WILLIAM HENRY VINCENT,  
Ex-President of the Master Builders



Bartolotto.

Perth.

MR. WILLIAM HENRY VINCENT, and Contractors' Association, is a son of the late Mr. Richard Paul Vincent, of Perth, and formerly of

Melbourne. He was born at Castle-maine, Victoria, on April 28, 1862, and received his education at the Presbyterian School at South Yarra. Upon leaving that institution he joined his father in the building trade and continued in this connection until 1886, when he left Australia on a trip to the United States of America, which extended over two years, and of which he made practical use by studying the latest methods and ideas in his own calling, as exemplified in the structures of the new world. Returning to his native land he undertook, in conjunction with his father, some very large contracts in Victoria and New South Wales, and subsequently worked on his own behalf in the latter State, being employed in the erection of some of the fine pastoral homesteads in the Riverina district. He arrived in Western Australia in 1896, and continuing the old partnership Messrs. R. P. Vincent and Son very soon obtained a sure footing in the building trade, and carried out the contract for the erection of the Supreme Court, the footing in the building trade and other additions to the viceregal residence, the Perth Public Hospital, and a number of the largest commercial houses and warehouse blocks in the City of Perth. At a later date



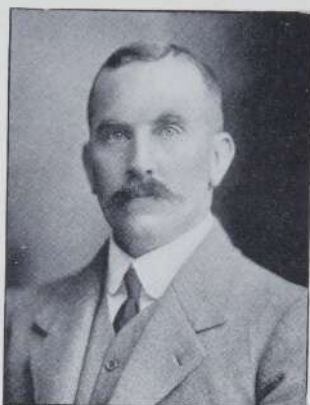
Photo by C. E. Farr.

MCLEAN BROTHERS & RIGG'S PREMISES, MURRAY STREET, PERTH.

the firm was dissolved and Mr. W. H. Vincent carried on the business, becoming responsible, among other prominent works, for the building of the Horseshoe Bridge in William Street and Dalgety's at Fremantle. In 1904 his brother (Mr. R. P. Vincent) came into the firm as a partner, and purchase was made of the business of Messrs. McLean Brothers and Rigg, and also that of Messrs. Kidston & Co., which were carried on with other joint concerns, in addition to the large building operations by which the name of Vincent has become well known in the State. At the present time (1911) the firm is specializing on railway contracts and has in hand the construction of the 50-mile section of the Boyup-Kojonup line and 38 miles in the line from Katanning to Nampup, in connection with which the firm has extensive jarrah saw-mills at Noggerupp and at Benjinupp. Among Mr. W. H. Vincent's private enterprises are the Hoffman and Bellevue Brick Companies, which he carries on successfully in conjunction with the management of other departments of the business, the scope of which increases every year. He was for three years President of the Master Builders' Association, and during his term of office was mainly instrumental in founding the Builders' Exchange and in furthering other developments of the Association. Mr. Vincent takes a keen interest in the Children's Hospital and acts as Chairman of the Board. He finds his chief recreation in motoring, and is a member of the Council of the Western Australian Automobile Club. He is also connected with the Masonic craft and holds membership in the Masonic and Western Australian Clubs. In the year 1899 he was married to Beatrice, daughter of the late Mr. Richard Willdridge, of Melbourne, Victoria.

ALFRED FREDERICK COLLYER, produce merchant and indentor, Henry Street, Fremantle, is a son of the late Mr. Thomas Collyer, of Melbourne, Derbyshire, England, where the gentleman under review was born on November 2, 1867. He received his education at a public school in the same town and continued as assistant teacher at this institution for three years. At nineteen years of age he abandoned the teaching profession in order to enter

the firm of Roberts & Roberts, of Leicester, who carried on business as general shippers of American provisions, and during his period of service in this firm, which extended to 1895, he became intimately acquainted with all the details of the various branches of this extensive establishment. Prompted by the glowing reports which at that period



Bartletto,

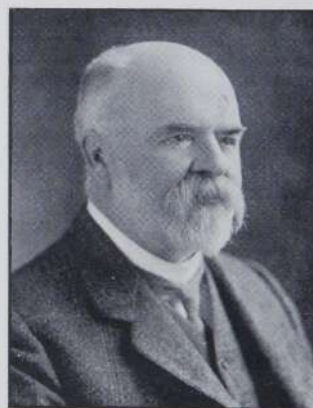
Perth.

MR. ALFRED FREDERICK COLLYER.

were bringing Western Australia into prominence, he relinquished his connection with this house, which he considered did not give full scope for advancement, and arriving at Perth became engaged for a few months with the firm of Holmes and Blain. Early in 1896 he established himself in business at Fremantle on his own account, and has carried on successfully from this centre ever since, his house being one of the recognized channels of commerce with the Eastern States. Mr. Collyer is a well-known member of the Fremantle Golf Club, of which he was one of the founders, and is acknowledged one of Western Australia's representative players, having taken part in the final match of the current year for the championship of the State. In 1902 he married Jeanie, daughter of the late Mr. Thomas Cole, of Tavistock, Devonshire, England, a member of a very old Devonshire family.

JOHN CHURCH, merchant, of High and Pakenham Streets, Fre-

mantle, is a son of the late Mr. John Church, of Easton-Maudit, Northamptonshire, England, where he was born on December 27, 1844. He received his scholastic training at Oundle Grammar School, in his native county, and at its conclusion in the year 1865 came to South Australia, where he was associated for twenty-seven years with the firm of Harrold Brothers, afterwards known as Harrold, Colton, & Co., Limited, which business he managed for a lengthy period. In 1895 he came to Western Australia and opened in Fremantle, where he purchased the business formerly carried on by the late Mr. George Edwards. This he considerably enlarged and extended, and it is now the principal concern of its kind in the town, with very large china and crockery departments and hardware of every description, household furnishings, and builders' materials, while the ramifications of the firm in the wholesale and retail trade are found all over the State. Mr. Church is known in philanthropic circles, and is a sup-



Bartletto,

Perth.

MR. JOHN CHURCH.

porter of all charitable objects. He takes his recreation in a quiet way round his home, where the care of the bright blooms of the garden and flourishing fruit-trees provides him with healthy exercise and diversion. In the year 1872 he was married to Agnes Rachael, daughter of the late Mr. William Lewis, of Kapunda, in the State of South Australia, and has a family of three sons and one daughter.

LIONEL SAMSON & SON, wine and spirit merchants and wholesale grocers, Fremantle. The business of the above firm was established by Mr. Lionel Samson, who arrived at Swan River in one of the first ships to visit Western Australia in the year 1829, when the colony was



*Bartletto, Perth.*  
MR. JOHN HENRY PAYNE.

first founded. He brought with him a shipload of merchandise and commenced business as a wine and spirit merchant and wholesale grocer at Fremantle in the same year, and the business has continued without interruption or break of any kind ever since that date, thus constituting a record so far as the whole of Australia is concerned. During the early thirties Mr. Samson was also Postmaster-General of the colony, the General Post Office at that time being located at Fremantle, this being clearly confirmed by the evidence of several old newspapers in the Perth Museum containing advertisements of the closing of various mails, which may be seen at the present day. The founder of the firm died in 1878, and the business then passed into the hands of his son, Mr. W. F. Samson, who in turn died in the year 1900. Since then it has been conducted in the interests of the widow and family of the lastnamed gentleman. At the present time the firm has the largest distributing wine and spirit business in the State and a fair proportion of the wholesale grocery trade, while the agencies controlled by the firm are many and of the best kind, including several of the best brands of wines

and spirits, whiskies and stout, liqueurs, brandies, cordials, ales, punch and lemon squash, blue, starch, and grate and metal polish; and wherever business is likely to be obtained there their travellers are to be found. The block of their premises which appears on this page gives a fair idea of the large two-story and basement warehouse in Cliff Street, and in addition to these the Bond and Free Stores situated in Essex Street consist of three large warehouses filled with the various stocks of merchandise always required to be on hand to fulfil the orders continually claiming attention. JOHN HENRY PAYNE, Manager of the above business, was born at Bunbury on October 7, 1867, and is a son of the late Mr. George C. Payne, a member of the Civil Service of the State. He was educated at the

an officer in the National Bank of Australasia at Fremantle, three years later joining the staff of the Adelaide Steamship Company, in the service of which he spent eleven years. Upon his retirement from the Steamship Company he accepted the position of accountant with the firm of Lionel Samson & Son, and held the post until the death of the previous manager, the late Mr. P. C. J. Campbell, in 1902, when he was appointed to take control of affairs, and has continued in this capacity ever since. Outside of business matters he is Trustee and Treasurer of the Fremantle Literary Institute and is a member of the Committee of the Fremantle Chamber of Commerce. Mr. Payne takes a deep interest in matters connected with the Church of England, and is Warden of St. John's Church at Fremantle. He is a



*Photo by C. E. Furr.*

LIONEL SAMSON & SONS' PREMISES, FREMANTLE.

Fremantle State school, and upon concluding his studies at the age of sixteen entered the establishment of the late Mr. John McCleery, wine and spirit merchant, with whom he continued for three years. He left this employ in order to gain experience in banking, and became

member of the Fremantle Club and is associated as a playing member with the Fremantle Bowling Club. In 1892 he married Laura Evelina, daughter of the late Mr. Thomas Smith Bond, of Westminster, England, and has two sons and a daughter.

D. & J. FOWLER, Limited. This immense mercantile firm which had its inception in South Australia in the early fifties of the nineteenth century, and now has its London

approved design facilitate the handling of heavy goods. The house is now recognized as the leading establishment of its kind in Western Australia, and branches have been

founded by the brothers James and David Fowler, in premises situated in King William Street, Adelaide. The commencement of the second decade of the firm's existence witnessed its establishment in a more commodious building in the vicinity of the former place of business, and early in the seventies trading operations had increased to such an extent that large stores were erected on McLaren Wharf, Port Adelaide. An excellent site, facing the new docks, subsequently was secured, on which the present fine building owned by the firm was reared, and the city premises were augmented by the erection of a large warehouse with a floorage space of 45,000 ft. In course of time an extensive shipping business was undertaken by the firm, which also acts as agents at Port Adelaide for various mercantile trading companies. It has also large interests in the milling industry, being part-owners of the Adelaide Milling Company, Limited, and has included in the immense sphere of its operations the cultivation of the vine over a large area in the Barossa district of South Australia, and the conduct of an extensive winery at Kalimna, near the town of Angaston. This district being regarded as a most favoured locality for the production of wine grapes and other fruits, the rich soil and climate bringing them to



Photo by C. E. Farr.

D. & J. FOWLER, LIMITED'S PREMISES AT KALGOORLIE.

house and ramifications extending throughout the various States of the Commonwealth, first opened for business in Western Australia at Fremantle on October 1, 1896. Within ten years its trade had trebled, making it necessary to seek larger premises, and the present fine warehouse was erected, covering the whole block of land reaching from Henry to Pakenham Streets. The imposing pile of buildings, with its handsome frontage to Henry Street, presents a valuable addition to the architecture of the town and besides the main structure embraces commodious stores at the rear. The interior displays much beauty of design coupled with utilitarian values, and the result is a splendid example of a thoroughly well-appointed, up-to-date building, comprising entrance hall, counting-house, offices, sales- and sample-rooms, and all other conveniences. Premier consideration has been given to the arrangements for light and ventilation, and lifting appliances of the most

opened at Perth and Kalgoorlie, while the name of D. & J. Fowler, Limited, has long since become a household word even in the most remote regions of the State. The early history of this important trading corporation is one of great interest. In the year 1854 it was



Photo by C. E. Farr.

D. & J. FOWLER, LIMITED'S BUSINESS PREMISES IN SOUTH AUSTRALIA.

perfection, the wines produced are full-bodied and exceedingly palatable. In 1906 a well-equipped factory was erected by the firm on North Terrace, Adelaide, in close proximity to the Central Railway goods-yard, and at this establishment, now so widely known as the "Lion" Factory, are prepared and manufactured a large assortment of household necessities which find their way into use in the thousands of homes throughout the Commonwealth. Among these are the celebrated and popular brand of "Amgoorie" tea, prepared in four grades (Special, Nos. 1, 2, and 3), Red and White "Paou Chung" and "Owl" tea, and numerous other brands of China and Ceylon teas. The celebrated "Lion" self-raising flour and a great number of other foodstuffs bearing the "Lion" or "Alola" brands are also manufactured, spices are ground and packed for the Australian markets, and various other commodities prepared in an attractive and easily-handled form. The firm holds many important English agencies, chief among which are J. and J. Coleman, Limited, mustards, etc.; J. S. Fry & Sons, cocoas and

chocolates; Crosse & Blackwell, Limited; Gillard & Co., pickles and Palmer, Limited, biscuits; the Bunnese Alps Milk Co.'s celebrated



D. & J. FOWLER, LIMITED'S PREMISES, MURRAY STREET, PERTH.

saucers; Bovril, Limited; Cerebos Salt, Limited; R. S. Hudson, Limited, soap extracts; Huntley and

"Sledge" brand unsweetened milk; Fussell & Co.'s Dahl cream; the "Sunshine" Custard Co.'s vanilla cream, etc. D. & J. Fowler, Limited, also represent the Alaska Packers' Association, being agents for their well-known "Horseshoe" and other brands of salmon. They are agents in Western Australia for the British Imperial Oil Company, Limited, "Shell" brand of kerosene, motor spirit, benzine, engine oil, etc. "Shell" spirit is most popular with the owners of motor-cars the world over. This spirit has an enormous sale, which shows a big increase year by year, and holds numerous world records gained on the roads and on the racing tracks against the keenest competition. The wonderful speed of over two miles a minute, equal to 127 miles per hour, has been achieved with the aid of "Shell" spirit, and on the Brooklands track, under test conditions, the record distance of 42 miles was covered by a 20 horse-power car on a single gallon of the spirit. The vast oil stores located at North Fremantle provide accommodation for an immense stock, which never falls below 60,000 cases. The firm's Australian agencies include the Sydney Meat Preserving Company, tinned meats; Dyason & Sons, Limited, sauces and cordials; Laver Brothers, canned vegetables; W. Arnott, Limited, specially celebrated milk arrowroot biscuits and Sao cream crackers; the



Photo by C. E. Farr.

D. & J. FOWLER, LIMITED'S WAREHOUSE FREMANTLE.



Covent Garden Packing Company; Maypole soaps, etc. The present Board of Directors is constituted of the following gentlemen:—Messrs. James Richard Fowler (Chairman), James Fowler, R. J. Phillips, G. Fowler Stewart, E. Allnutt, E. V. Joyner, and F. W. Collingwood, the Managing Director in Western Australia being Mr. E. Allnutt, to whom personal reference is made in the section of this work devoted to the Fremantle Harbour Trust.

when twenty-seven years of age commenced business on his own account as above, on a site formerly occupied by his father, Mr. Samuel Moore, who had established himself in commercial pursuits at the Port as far back as 1840. In the first instance the present firm was known as Messrs. J. H. Monger & Co., but in 1867 the other partner, Mr. Monger, withdrew, and several years after Mr. Moore took in as partners Messrs. J. M. Ferguson and A. F.

into a company. The original stone grinders quarried at Greenmount are still to be seen at the firm's house of business. In connection with the mill the firm owned a schooner which traded in general merchandise between Fremantle, Dongara, and Geraldton, and brought shipments of wheat and other produce to the port of Fremantle. In April, 1900, Mr. W. D. Moore disposed of the business to his son, Mr. G. F. Moore. Mr. W.

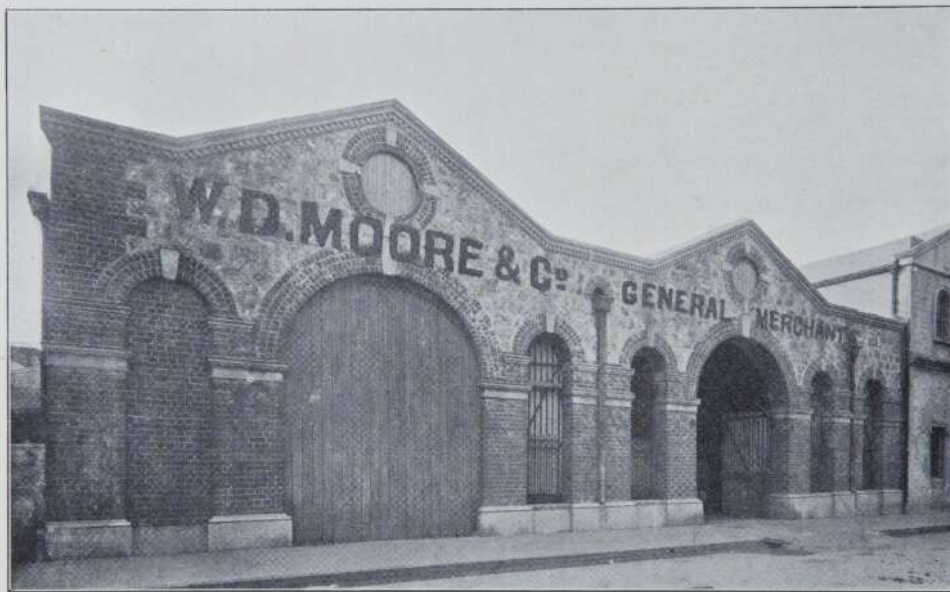


Photo by C. E. Farr.

W. D. MOORE & CO.'S HARDWARE STORES, HENRY STREET, FREMANTLE.

W. D. MOORE & CO., general merchants and importers, wine and spirit merchants, Henry and Packenham Streets, Fremantle. The establishment of this enterprise dates back to 1862, when the late Mr. William Dalgety Moore, father of the present proprietor, opened up in business in unpretentious premises in Henry Street, which originally were occupied by the Western Australian Bank when it first opened its doors to the general public. The late Mr. W. D. Moore was born at the Oakover, in the Swan district, in 1835. He received his education locally, and

Durlacher. After these partners had retired from the firm Dalgety and Co., Limited, purchased the shipping and wool branches of the concern, Mr. W. D. Moore retaining the general mercantile business. It was carried on by him until 1900, and steadily and consistently he increased his operations until it came to occupy a foremost place among the best Australian houses. Mr. Moore was a man of great energy and enterprise, and about 1876 established a flour-mill at Fremantle, the first of its kind in Western Australia, which he kept going for twenty years, when it was converted

D. Moore's name is indelibly associated with many large commercial ventures in the State, his purchase at auction for £22,000 of the splendid "Cheriton" property, which he afterwards sold to Messrs. Harper, Edgar, & Wedge, being regarded as one of the most spirited enterprises of the time. He also became the proprietor of "Quindalup" jarrah timber station in Western Australia. His adventures in the pearling industry on the Nor.-West and Shark Bay coasts make fascinating history, and the find of one pearl alone which returned him the large sum of £1,500 rendered the pur-

suit a sufficiently profitable one. At Cossack and Roebourne he established an importing business and distributing store under the name of the "North-West Australian Mercantile Company," which he afterwards sold to his son, Mr. Charles E. Moore. The premises occupied by the firm of Messrs. W. D. Moore and Co. at Fremantle consist of two large commodious buildings with frontages of 99 ft. to Henry

ture of pumps for raising water from underground. Deserving of special mention is the famed "Airmoloo" windmill, the popularity of which among the pastoralists in the Nor.-West and in the other States is something remarkable. The tower of the windmill is specially constructed to withstand the fierce onslaught of the willy-willy common to the Nor.-West, and the design has been very successful. Thousands

and here also is kept a very large stock of general groceries, wines and spirits, hardware of every description, household requisites, and Canadian chairs and fancy tables, the latter line being a feature of the firm's business to which special attention is given. At the rear is located the factory, which is fitted up with a complete plant for the preparation of the many proprietary lines turned out by the firm. J. & W. BATEMAN, wholesale



Photo by C. E. Farr.

W. D. MOORE & CO.'S PREMISES, HENRY STREET, FREMANTLE.

Street, and reaching back to Packenham Street, a distance of some 300 ft. The building nearer to High Street is specially designed and fitted for the handling of heavy goods, and contains an extensive stock of merchandise. Part of it is devoted to a private bond, in which the various brands of wines and spirits handled by the firm are stored. Gasolene engines for farming and general irrigation purposes are kept on hand, and a speciality is made of the manufac-

of these mills have been erected in the pastoral areas of Western Australia, an expert being specially employed to supervise their erection. This expert spends most of his time in the northern country, and was the first to proceed overland by motor-car from Roebourne to Port Hedland and thence *via* Onslow and Carnarvon to Perth. In the main establishment, a two-storied building with an imposing frontage to Henry Street, the firm's offices are located,

grocers, shipping and insurance brokers, wine and spirit merchants, ship chandlers and general ironmongers, Fremantle, Perth, and Kalgoorlie, Western Australia. This old-established business was founded in 1860 by the late Mr. John Bateman, who came to Western Australia from England in 1830. Shortly after its inception he was joined by his brother, Mr. Walter Bateman, and in the early days of its history the firm was engaged chiefly in a vigorous shipping trade.

The construction of sailing vessels was successfully undertaken at Fremantle, Western Australian jarrah being found well suited to this purpose, and launching was effected by means of a temporary slipway erected across the roadway to the water side. Several schooners were also purchased in England, and the firm had a fleet of nine or ten vessels trading on the high seas and round the Australian coast. Before the advent of steamers the coastal trade was practically in their hands, and this led to their undertaking the transport of cargoes to and from China, the Straits Settlements, Java, and Mauritius. An extensive trade was also carried on with the Eastern States, the local products of timber,



MR. JOHN WESLEY BATEMAN, SEN.

sandalwood, horses, etc., finding ready markets elsewhere, while the ships came back loaded with sugar, wheat, flour, and other commodities. The firm's vessels also secured almost the whole of the coastal passenger traffic of those early days, and a notable feature of the service under the primitive conditions then obtaining was the small number of mishaps that occurred. The sugar-laden brigantine "Bungaree," on her voyage from Java to Fremantle, was wrecked off Safety Bay, in the vicinity of which the fore-and-aft schooner "Star" also went ashore when returning from a whaling cruise. Insurance offices being non-existent in the State at that time the loss of these vessels fell entirely on the firm. The late Mr. John Bateman, besides being personally concerned in various whaling enterprises, also engaged in

the pearling industry at an early stage in the firm's history. As the import trade increased the partners realized their position as importers, and their vessels became well known in Australasian and Asiatic ports, whence valuable cargoes were conveyed to Fremantle, and in course of time they became universal providers, in a literal sense, to the re-

joint management of Messrs. John Wesley Bateman and Lewis Lindsay Bateman, sons of the deceased. The late Mr. J. W. Bateman was President of the Fremantle Chamber of Commerce during five years of the most important period of its history, and on his retirement was presented with tangible tokens of the appreciation in which his services were held



Photo by C. E. Farr.

J & W. BATEMAN'S PREMISES, MURRAY STREET, PERTH

tail distributors in the Western State. In 1872 Mr. Walter Bateman retired from the business which was carried on until 1900 by his brother, who in that year disposed of it to his son, the late Mr. John Wesley Bateman, who had managed its internal affairs since the last-mentioned year. This gentleman continued sole proprietor until his death in May, 1907, at the age of fifty-five, since which date it has been conducted under the original title by the trustees of his estate, under the

by his fellow-members. The present premises occupied by the firm have frontages to Henry, Croke, and Mouat Streets, and cover nearly 3 acres of ground. The main frontage faces Henry Street, where the two-storied structure of simple design presents a substantial appearance. The floor space, which in 1870 consisted of 1,000 sq. ft., now covers well over 60,000 sq. ft., and the warehouse includes a manufacturing department, where the preparation of coffee, essences, condiments,

baking-powder, etc., is carried on, and tea is packed for the trade. Messrs. J. & W. Bateman are proprietors of the "Royal Seal" brand, under which the firm's proprietaries are placed on the market and find their way to all parts of the State.



Bartletto, Perth.  
MR. JOHN WESLEY BATEMAN.

The staff has increased from four or five employes in the early period of the firm's development to over seventy at the present time. In order to cope with the extensive trade done on the goldfields, in 1905 a branch was opened at Kalgoorlie, and five years later special premises were erected in Murray Street, Perth, comprising two floors and a basement, the latter providing

sample-rooms, and here a general stock of the goods regularly dealt in by the firm is also kept. A special feature is made of fulfilling the requirements of pastoralists, and a large connection has been established with the Nor.-West. The pearling industry is also specially catered for by the firm, which has a resident agent at Broome and other representatives who keep in touch with every district in the State. The firm's reputation as ship chandlers has long been established and it does a large business in this department. Its agencies are numerous and include the United States Steel Products Company's "Carnegie" X bar-iron, and the famous steel "Star" windmill manufactured by Messrs. Flint & Walling, Kendallville, Indiana, U.S.A. For the past thirty years the makers have been giving every attention to the perfecting of this windmill, and the "Star" is specially adapted to suit Australian conditions, being of great strength and minimum weight. The special spread tower is designed for use in districts subject to cyclonic disturbances, and properly erected always gives satisfaction. It is constructed in sections, a valuable feature being that, by the removal of a few bolts, every working part may be replaced with the greatest possible ease without any necessity for dismantling the mill. Ball-bearings have been introduced and there is a governing arrangement to enable the mill to adjust itself automatically to the wind conditions. The firm keeps a full range of duplicate parts, one of

the advantages which renders the "Star" windmill so popular among Western Australian pastoralists. Other agencies are those of the "Hercules" galvanized special steel fencing wires of fine gauge, combined with high-breaking strain; the Holzappel's Compositions Company.



Bartletto, Perth.  
MR. LEWIS LINDSAY BATEMAN.

Limited, Newcastle-on-Tyne, "Lagoline" paints and "International" anti-fouling and anti-corrosive compositions, which are extensively used in the Royal Navy and by most of the important shipping companies; Fison's sheep-dip, manufactured by the Chemical Union, Limited, Norwich, England; and "Rainbow" dyes, the special feature of which is that they may be used for wool, cotton, and silk alike. The firm is also agent for Usher's O.V.G. special reserve whisky, which has been selling in Australian markets for the past forty years and has a world-wide reputation; for Ainslie's Scotch whisky; A.V.H. Geneva and Schnapps; Messrs. White, Tomkins, and Courage, jelly crystals, etc.; Messrs. Alfred Bird & Sons, custard and egg powders; Messrs. Thomas Hayward & Sons, "Military" pickles; Messrs. J. Robertson & Sons, London, "Golden Shred" and "Silver Shred" marmalade and jams. Messrs. J. & W. Bateman are the local representatives for the United States and Australasia Steamship Company, Limited, line of steamers, trading regularly between New York, Fremantle, and the Eastern States, and are represented in London by Messrs. R. T. Turnbull and Co., 4, Lloyd's Avenue, E.C.



Photo by C. E. Farr.  
J. & W. BATEMAN'S PREMISES, HENRY STREET, FREMANTLE.

THE COLONIAL STORES, Guildford. The extensive drapery, grocery, and hardware business carried on by Mr. William Padbury at

plements, roofing and galvanized iron, fencing wire, etc., are sold, as well as furniture, the last being manufactured at Guildford from

possible figure to the benefit of the consumer. In season Mr. Padbury is a large, straight-out buyer of wool and skins, and also makes advances on the same commodities for shipment to the London markets. The growers' interests are specially studied and sales are effected at a minimum expense with considerable saving in the way of exchange, freight, etc. The stores adjoining the main building are heavily stocked with chaff, oats, barley, etc., locally grown, and produce of all kinds. The drapery department carries a large general stock of up-to-date goods and a fine assortment of fashionable millinery, and the firm's prices for all items are remarkably low, considering the high-class quality of goods supplied. Close at hand are the fine bulk stores at Guildford, and the branches at Toodyay and Moora are supplied from here. The Toodyay business, established early in February, 1909, is an important concern, employing fourteen hands and controlled by a capable manager. The Moora branch is also under excellent management, and eight hands are required to meet the demands of the trade. The Peerless Flour-mills at Guildford were built by Mr. Padbury's uncle in 1899. The most modern machinery known to the trade has been installed, and this year (1912) over 100,000 bags of corn will be milled into flour, bran, and pollard. The



INTERIOR VIEW OF DRAPERY DEPARTMENT.

Guildford was founded some forty years ago by Messrs. Padbury, Loton, & Co., who several years later disposed of it to Mr. Allpike. Owing to failing health that gentleman relinquished business affairs, and the concern at Guildford was purchased by Mr. Padbury. The establishment in its early days gave no indication of the magnitude the turnover would assume in years to come, and no noticeable increase was visible until Mr. Padbury took control. Originally confined to a single frontage, the present roomy structure is the result of additions made from time to time in order to provide room for the ever-increasing stock of useful and artistic goods. The firm transacts an immense business throughout the State, and caters specially for the requirements of agriculturists and pastoralists, even in the most distant localities. The conduct of the various departments is in charge of experts, who in turn are responsible to Mr. Padbury, who exercises a strict supervision over all. Immense stocks of every conceivable line of goods are carried, the whole being valued at from £50,000 to £60,000. Groceries of every description, hardware, drapery, ironmongery, oils, colours, paints, builders' requisites, agricultural im-

well-seasoned timber, of which a big stock is carried. An unlimited assortment of French bedsteads, dining and bedroom suites, upholstered suites, and bedding of all kinds is to be obtained, and, in fact, everything from "a needle to an anchor" may be purchased in this veritable treasure-house. The firm is agent for Mount Lyell superphosphates, man-



THE COLONIAL STORES, GUILDFORD.

ures, and fertilizers, and Mr. Padbury is a direct importer of jute goods from Calcutta. The firm has its own Home-buyer to attend to this important department, and buys in the open marts of the world and direct from the manufacturer, thereby securing goods at the lowest

mill is connected with the main railway line by a siding, which enables the firm to deal in an expeditious way with the heavy freight daily passing in and out of the establishment. "Peerless" flour finds a ready sale in Western Australia, and large quantities are shipped to buyers'

orders to the Eastern States, where its excellent qualities quickly attracted the attention of the important buyers of this staple commodity. The products of the mill are also sent to Europe, and each year witnesses a healthy increase in the cargoes forwarded to the crowded centres of the Old World. WILLIAM PADBURY is the eldest son of the late Mr. William Padbury, of Charlbury, Oxfordshire, England, and came to Western Australia with his father in the P. and O. steamer "Oriental." Landing at Albany, father and son were met by the late Mr. Walter Padbury, a well-known merchant and pastoralist of Western Australia, and immediately proceeded to Koojan, where Mr. M. T. Padbury has a station. Mr. Padbury, sen., continued to reside with his son at Koojan until the time of his decease in 1905. In England he was intimately associated with farming pursuits, as were his forefathers for many generations before him. The subject of our notice was born on August 31, 1867, and educated at the Charlbury Grammar School. At the age of thirteen he was apprenticed to the grocery and provision trade with a Mr. Joseph Bowl, and when his indentures expired at the end of four years he transferred his services to the firm of Harry Clifford, of Finsbury Park, with whom he gained much valuable experience during a period extending over about eight years. Subsequent to his arrival in this State, and after a stay of a month at Koojan, he went to Guildford and joined the late Mr. John Allpike, who had purchased the

business from Messrs. Padbury, Loton, & Co. At the end of two years, Mr. Allpike's health failing, Mr. Padbury bought the concern,

mission he received in June, 1901; Vice-President of the Chamber of Manufactures; Vice-President of the Royal Agricultural Society and of the



Photo by C. E. Farr.  
INTERIOR VIEW OF NO. 1 SHED, SHOWING FLOUR STACKS,  
"PEERLESS" ROLLER FLOUR MILLS

and since that time has continued as sole proprietor. Mr. Padbury is closely identified with the affairs of the Guildford municipality, and never allows an opportunity of furthering the interests of the district to evade his vigorous attention. At the request of a private deputation he consented to nominate for a seat in the local Council, and in 1910 was returned as a member of that body. Among the many honorary offices held by him may be mentioned that of Justice of the Peace, which com-

Swan Agricultural and Horticultural Society, of which he was President for three terms; also Vice-President of the Moora Agricultural Society. He is a member of the Grain Committee of the Chamber of Commerce, which fixes the standard for the year, and is Chairman of the Insurance Office of Australia. Since its inception he has acted as Vice-President of the Y.M.C.A., and as a staunch supporter of the Anglican Church has been Rector's Warden at Guildford for many years. He is President of

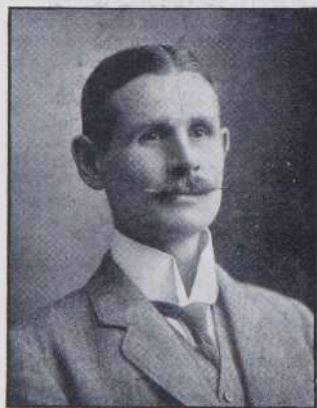


"PEERLESS" ROLLER FLOUR MILLS, GUILDFORD

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the Perth Dog and Poultry Society and a Patron of the Midland Junction Poultry Society. Though a life member of the Guildford Bowling Club, his varied business interests prevent his indulgence in any especial form of recreation, the whole of his time being devoted to the demands of his commercial life and the varied societies of which he is a member. He married in January, 1897, Eveline Mary, daughter of the late Mr. William Wellman, of "Rosehill," a very old farming identity of Guildford, and has issue a son and four daughters.

**PATERSON & COMPANY, LIMITED**, general merchants and importers, Leake and Pakenham Streets, Fremantle, and at Northam. The firm of Paterson & Co. was established by Mr. Duncan Paterson in February, 1905, and in July of the same year turned into a limited company. In May, 1909, Mr. G. G. John took a place on the Board of Directors, previous to which he had acted as secretary, the duties of which post were then taken over by Mr. Eric Warren. The Board to-day consists of Mr. Duncan Paterson and Mr. G. G. John. As



Bartletto, Perth.

MR. DUNCAN PATERSON.

produce merchants the firm holds pride of place over all others, and from the very commencement the concern has been a great success. Quantities of goods are regularly im-

ported from the East, and the firm has the sole agency for Lysaght's wire-netting, which is manufactured in the mother State and sold all over Australia, the netting being favoured by farmers and pastoralists. English and German wire and wire-netting is also stocked, and the firm acts as selling agents for Florida and Mount Lyell fertilizers, the sales of which are leaping forward as year succeeds year. An important agency which they also hold is for the "Southern Cross" windmills and boring plants, great numbers of which have been installed throughout the State, particularly in the agricultural and pastoral areas. The "Southern Cross" mill is very popular with farmers and pastoralists, as to it is attached a patent automatic oiling arrangement which does away with the necessity of oiling the plant at frequent intervals. The oil-box requires filling but once in each twelve months, and thereafter no further attention is necessary, as this automatic feed attachment provides a regular supply of oil to all bearings. Again, the firm is the largest exporter of sandalwood from the State, and many thousands of tons of this valuable commodity are annually shipped to the Far-East markets. Big buyers of all locally-grown products, the firm has buying and selling representatives in almost every town in the State, and in addition their travelling representatives visit every centre of note and traverse the Nor'-West country. Daily auction sales of produce are held at the Perth Metropolitan Markets, and this arm of the firm's operations is in the hands of Mr. Louis Noseda, an auctioneer of great experience. The firm is well represented in Melbourne, and regular shipments of produce and other lines are made to Fremantle. Paterson and Co., Limited, hold the agencies for D. & J. McCalum's "Perfection" and "Trophy" whiskies, for which there is an excellent demand, and for "Oxymel" oils and paints. The premises in Leake and Pakenham Streets have a handsome exterior, while the interior arrangements are excellently adapted to the easy handling of goods. The available floor space is equal to about 20,000 square ft., and most of this is occupied by

a heavy stock of woolpacks, cornsacks, branbags, twines, etc., and farmers' and pastoralists' requisites. Under the energetic guidance of Mr. Duncan Paterson the business had grown to such an extent that within



Bartletto, Perth.  
MR. GRIFFITH G. JOHN.

recent times it was found advisable to divide it into several departments. The principal department is that devoted to the handling of general merchandise, and under the vigorous management of Mr. Stanley Burridge this section has gone ahead in a most satisfactory manner. In each of the other departments an expert manager has been appointed, the whole coming under the direct supervision of Mr. Griffith John. **DUNCAN PATERSON**, the governing director, is the youngest son of the late D. W. Paterson, solicitor, who in his time, was one of Scotland's foremost lawyers. He was born at Edinburgh in the sixties, and educated at a public school and at the University of Edinburgh, gaining his early commercial training with Scott & Co., merchants, of London. His abilities soon gained him promotion and a few years later he was transferred to Singapore, where ultimately he was placed in control of the shipping branch of the firm's business at that centre, which was carried on under the style of Guthrie & Co. In 1898 Mr. Paterson was selected for the important task of opening a branch of Guthrie and Co. at Fremantle, and this he succeeded in doing with conspicuous

success. Under his able direction the business continued to flourish, and the prosperity which attended the venture may safely be attributed to Mr. Paterson's business acumen, probity, and strong personal attainments. In 1905 he resigned his post as manager, and within a few years of his relinquishing the command the firm of Guthrie & Co. ceased to do business in the State. Shortly after resigning his post Mr. Paterson established the present prosperous business, and here again his attainments were attended by

duce Merchants' Association, and he is a warm supporter of the Presbyterian Church. At one time he was fifty-mile champion cyclist of Edinburgh University, and all outdoor sports claim his hearty support. He is a member of the Fremantle Golf Club, and takes his recreation on the links. Mr. Paterson married in the year 1892 Louise Veronica, daughter of the late Dr. Bethune, of Toronto, Canada, whose father was one of the pioneers of the famous Hudson Bay Company. He has a family of three daughters. GRIF-

etc. Some six years later he joined the firm of Guthrie & Co. in a clerical capacity, and left them in 1905 to act as accountant in the newly-founded firm of Paterson and Co. Some time later he was promoted to be Secretary, and in 1908 received appointment to the Board of Directors, on which he still continues to act. He is a Director of the Fremantle Building and Investment Society. Business occupies most of his time, but in earlier days he was a keen supporter of outdoor sports and played both cricket and football.



Photo by C. E. Farr.

PATERSON & CO., LIMITED'S PREMISES, LEAKE AND PACKENHAM STREETS, FREMANTLE.

characteristic results. The success of the new venture was assured from the start, and the concern expands from day to day. In January, 1910, Mr. Paterson left for the Far East, India, and England, on a business trip, and returned to Western Australia in October of that year, only to leave again for England three months later, to further his overseas' interests. For two terms he was President of the Fremantle Chamber of Commerce, and also of the Pro-

FITH G. JOHN, managing director, was born at Fremantle in the year 1878, and is a son of the late William Thomas John, who for fifteen years was a member of the Fremantle Municipal Council, during which he strongly advocated the municipalization of the tramways and electric-lighting services for the town. The subject under review received his education locally, and entered the employ of J. M. Ferguson, as junior, after two years joining his father, who was in business as a draper,

Mr. John also has to his credit the "Diamond Jubilee" Sheffield Handicap, which he won in the year 1897. With the late T. O'Beirne he founded the South Fremantle Football Club, of which subsequently he was elected a life member. Mr. John is a keen supporter of the game as it is played under Australian rules. He was married in the year 1903 to a daughter of Mr. F. S. Rickards, of Melbourne, formerly of Bendigo. His private address is Leake Street, Cottesloe.



WITTMAN MOTOR SUPPLY COMPANY, Limited, 1,056, Hay Street West (opposite Parliament House), Perth. (J. A. Wittman, A. Anderson, and A. Adams.) That the time is rapidly approaching when the horse will become almost as rare as the classic "Dodo" can no longer be denied, as each round of the calendar witnesses a marked decrease in the number of animals pressed into service both for private and commercial



Bartletto, Perth.  
MR. J. A. WITTMAN.

uses and a correspondingly large increase in the mechanical vehicles brought into requisition. While it is to be admitted that the march of events in this direction is much more noticeable in the busy arenas of the Old World, yet ample evidence is not lacking to indicate that the Australian States are not far behind in the evolutions of the "Iron Age." Particularly noticeable has this been in the Western State, where the motor industry has expanded in a manner little short of miraculous, and shows a robust growth with every sign of continuance for many years to come. Parallel with this filip to the industry came the establishment of the Wittman Motor Company and the erection and equipment of what must be one of the most up-to-date manufactories in the Australian Commonwealth. Following the return from England and the Continent of Mr. J. A. Wittman, bringing with him the agency for the famous self-starting S.C.A.T. car, came a combination of interests, resulting in the formation of the present Company to take over the S.C.A.T. agency and the freehold property on which the

extensive garage was afterwards built. Filled with the determination to be well abreast of the times, the directors secured other important agencies, including the "Itala," "Crossley," "Silent Sunbeam," and "Overland," and imported from England and America a plant of the most up-to-date machinery known to the trade. The plant, especially selected by Mr. Adams, has been duly installed in the firm's premises, which have a frontage to Hay Street of 60 ft. and a depth of 200 ft. The structure is of brick and iron, and embraces a showroom (erected to street levels) 45 by 50 ft., fitted with large plate-glass windows and handsomely-decorated interior, illumination being provided by a series of electric lights. In the main garage provision has been made for years to come, lockers have been installed for the convenience of customers, and a corner set aside for the storage of parts, tyres, etc. The workshop occupies the northern corner, and outside the main building is the petrol store and lavatories and a stand for cleaning down cars. The garage is conveniently arranged so that entrance may be obtained either from Hay or George Streets. The plant includes a large 8-in. centre lathe for turning out such jobs as crank shafts, boring cylinders, etc., a small 6-in. centre lathe for light work, a milling machine manufactured by the Cincinnati Company for bevel gear cutting, hexagons, squares, helical gears, etc., with a complete set of milling cutters, a 22-in. Rockford driller for boring, etc., and an 8-in. power Hack saw, capable of cutting an 8-in. steel bar. Power is supplied by a 5-horsepower electric motor connected to a 2-in. main driving shaft fitted with ball-bearings throughout. A fitter's bench runs the whole length of the shop, and is replete with vices, tools, and drawers, while electric fittings have been placed over each stand and machine so that work may be proceeded with both by night and day. First and foremost of the several agencies held by the firm is the self-starting S.C.A.T. car, the performances of which are almost too well known to need recapitulation. In the construction of the S.C.A.T. the makers have aimed at producing a moderately-powered car of high quality, and if the wonderful increase in the sales each year is any guide, they have succeeded in rendering full satisfaction to the motoring public. An important self-starting

device, which has proved its efficiency in a most satisfactory manner, has been affixed to the car, and the attachment considerably adds to the pleasure and comfort of driving. The S.C.A.T. is built in two models of 15- and 22-horsepower respectively, although the R.A.C. rating is an increase on these powers. The 15-horsepower 4-cylinder engine is cast *en bloc*, the 22-horsepower in pairs, the design otherwise being the same, and is noted for its simplicity of construction and finished appearance. The chassis is of pressed steel, and the four forward speeds and reverse are operated by a single lever, very silent in action and easy of manipulation. The carriage work is highly finished in a variety of designs, detachable wire wheels are fitted, and in general equipment and style the car stands in a class by itself. The S.C.A.T. was awarded the Grand Prix at the Turin International Exhibition, and was the winner of the Targa-Florio contest in 1911. Next comes the "Itala" car, famous as the winner of the Pekin to Paris international contest, without doubt the severest test



Bartletto, Perth.  
MR. ARTHUR ANDERSON.

to which a motor car has ever been subjected. Leaving Pekin, the "Itala," a 35-horsepower touring car, penetrated the unknown interior of China, crossed snow-capped mountains, forded innumerable rivers, and reached Paris in forty-four days, twenty days ahead of the next competitor to arrive. From 1905 to 1912 the "Itala" registered many fine performances, and placed to its credit innumerable cups, gold medals, etc.,

both on the road and racing track. The "Itala" engine is turned out in half a dozen different models, the power varying from 14-20 to 60-70, the latter engine having six cylinders. The remaining five have four cylinders cast *en bloc*, with the exception of the 35-horsepower, which is in pairs. The back axle of the "Itala" is of great strength, providing for the carriage of heavy weights, and is fixed to strong springs of ample flexibility. The chassis is of pressed steel, and the gears, operated by side lever, run in an oil bath, carefully protected to exclude dust. In the 25-horsepower and 35-horsepower engines the functions of the ordinary poppet valves have been superseded by a rotary distributor worked by a shaft which takes the place of two cam shafts. Each car is fitted with four forward speeds and reverse, and the whole of the mechanism is so simply constructed that it can be taken down with the greatest of ease. The "Silent Sunbeam" is an English car, and the makers claim it to be "the embodiment of all that is perfect in motor-car construction." The "Sunbeam" is built in three distinct models, *i.e.*, 12-16, 16-20, and 25-30-horsepower, the latter being a 6-cylinder engine. These cars are so designed that all parts are accessible for easy and quick adjustment, and four forward speeds and reverses, controlled by clutch and foot-hold pedals, are provided. There are many types of bodies to choose from, all of which are handsomely designed and finished in a manner such as would satisfy the most exacting connoisseur. The "Sunbeam" has been severely tested on several occasions, and has always come through with colours flying. In the Scottish reliability trials, held from 1903 to 1909, the "Sunbeam" gained the highest possible points, never having to stop for mechanical troubles of any kind. The car won more than forty cups and medals in 1910, and during 1911 improved on these performances to the extent of fifty cups, gold and silver medals, etc. In the great French contests over the Dieppe circuit in June, 1912 (open to allcomers), the 12-16 "Sunbeam" cars registered a phenomenal performance by securing first, second, and third prizes in the small-power class, averaging over 60 miles per hour for the full distance. The "Crossley" car, manufactured by Crossley of gas-engine fame, is turned out in two models of 15-horsepower and 20-horsepower respectively. The

outstanding features of the 1912 models are simplicity, power, and flexibility, combined with handsome coach work and the maximum of comfort. Recognizing the great demand for a high-power car at a figure somewhat below the ruling prices of standard English and Continental makes led the Company to secure the agency for the "Overland" car, turned out by the Willys Overland Company, of Ohio, America. Five different models of this car are placed on the market, the indicated horsepower ranging from 25 to 45, and the seating accommodation from two to seven persons. The model catalogued as 58R is a 25-horsepower two-seater car fitted with planetary gears, two speeds, forward and reverse, worked by foot-levers. The



Bortletto.

Perth.

MR. ALFRED ADAMS.

engine is cast in four separate cylinders, and the big bonnet gives the car a smart and racy appearance. The chassis is a fine piece of workmanship, and the car, being well-sprung, is most comfortable to ride in. Dual ignition is provided, hood, screen, lamps, and tools, and for £285, at which price this car is sold, it must be the best value obtainable in the motoring world. Model 59T is a five-seater car of 30-horsepower, with three speeds, forward and reverse, operated by a side lever. Close attention has been given to the body, which is roomy and finished in high-class style, the colour generally being a deep-blue. Model 59R, a two-seater, is built on the same lines as the model last described, both of which are fully

equipped with hood, screen, tools, etc. Model 60T is practically the same in construction, except that the engine power has been raised to 35. Model 61R is a 45-horsepower two-passenger torpedo roadster of great reserve power and flexibility. This chassis is also fitted as a five-passenger touring car and with a torpedo body seating four persons, these two models being handsomely finished in Brewster green, with ivory lines and nickel parts. Although only recently introduced into Western Australia, the Overlands have already demonstrated their worth, and to meet the exceptional demand for these cars the firm has arranged for special shipments from the American house. ARTHUR ANDERSON was born at Huntingdon, England, in 1867, and came to Australia in 1886, after a tour through the Eastern States, settling in North Queensland, where he turned his attention to gold- and tin-mining and general prospecting for a few years. At a later date he was similarly engaged in the Herberton district, and was one of the original shareholders of the Muldiva Fields, now known as Chillagoe. He was also engaged in other mining ventures, but relinquished all his interests in 1894, in which year he came to Western Australia. Proceeding to Kalgoorlie, in conjunction with Mr. Fitzpatrick he established the firm of Fitzpatrick & Anderson, contractors, etc., and carried on business until 1900, when the partnership was dissolved, and Mr. Anderson set up for himself as a timber merchant and importer. In 1911 he joined Mr. Wittman and Mr. Adams in the Wittman Motor Company, Limited. ALFRED ADAMS, the Managing Director, served his time with the firm of Hawthorn & Leslie, locomotive builders, Newcastle-on-Tyne, England. He next entered the employ of the Great Western Railway Company, large builders of vehicles for commercial purposes, and during his connection with this company gained a comprehensive knowledge of every branch of the motor industry. After three years he gave up his position, and in 1905 came to Western Australia. Subsequently he entered the service of Mr. S. P. Emanuel, with whom he proceeded to England, and made an extended tour of England and Wales. Early in 1909 Mr. Adams purchased a half-interest in the Perth Motor House, and on his return from a second trip to Eng-

land and the Continent with Mr. Emanuel entered into active management of the business. In the year 1911 he sold his share, and later joined with Mr. J. A. Wittman, the well-known mineowner, and Mr. A. Anderson, of Kalgoorlie, in establishing the present enterprising and progressive trading concern.

**C. H. FIELDING, LIMITED,** wool-, hide-, and skin-brokers and stock salesmen, Packenham Street, Fremantle. Mr. Charles Halder Fielding, managing director of the firm of C. H. Fielding, Limited, is by birth a South Australian. A son of the late Mr. Edmund Fielding, of



MR. CHARLES HALDER FIELDING.

Adelaide, he was born at the favourite watering-place of Glenelg, about 6 miles from the capital, on September 6, 1868. After a preliminary course of education at the local public school he attended an advanced academy in the same town for some time, and at the close of his scholastic career entered upon office life, in which he continued for about a year. Having obtained some insight into mercantile life during this period he became connected with the staff of W. R. Cave & Co., general merchants, of Adelaide, in his seventeenth year. Mr. Fielding was first identified with the wool department of this well-known firm, but subsequently held other positions, and during the twelve years that he spent in the service gained a thorough acquaintance with all the details of management. In 1894 he was transferred to Western Australia to open

a branch of the firm's business at Fremantle, which he continued to control for about three years. Resigning at the end of this period he established himself on his own account as a wool-broker, etc., in

pute, this branch of the business being personally conducted by Mr. C. H. Fielding. The claims of his office are many and exacting, and he has little leisure in which to devote himself to any form of public ser-



Photo by C. E. Farr.

INTERIOR OF HIDE DEPARTMENT, C. H. FIELDING, LIMITED.

Packenham Street, and having continued successfully for seven years found that his connection had spread over a very wide area. Accordingly, in 1904 he floated his business into a limited liability company, under the title of C. H. Field-

vice. In the Masonic fraternity he ranks as Past Master, and during the lengthy period in which he has been associated with this body has passed through the various chairs of the order. In his youth he was an enthusiastic participator in manly



Photo by C. E. Farr.

SHEEPSKIN DEPARTMENT, C. H. FIELDING, LIMITED, FREMANTLE.

ing, Limited, in which he retained the position of managing director. Since that period the business has progressed in a most satisfactory manner, and the field of operations covered by the company extends all over the State. As auctioneers the firm is held in high re-

outdoor games, and is a well-known advocate of all forms of clean sport. Mr. Fielding is a member of the Commercial Travellers' Club. In 1897 he married Rose, daughter of the late Mr. Charles Day, of Swindon, Wilts, England, and has a son and three daughters.

FOY & GIBSON Proprietary, Limited, Hay Street, Perth, and at Collingwood and Fitzroy (Victoria), Adelaide, and Brisbane. Conspicuous among the many fine commercial structures which have contributed in so large a measure to the beauty and dignity of Perth City is Messrs. Foy & Gibson's business premises, extending from Hay Street to St. George's Terrace, with imposing frontages to both thoroughfares. Situated in the western part of the city, the establishment has four floors and a basement, providing over a quarter of a million square feet of space, to which must be added the area of a fifth storey embraced in the new premises fronting the Terrace, where also a flat roof of large dimensions paved with Neuchâtel asphalt has been constructed. The history of the firm, the first lines of which were inscribed in the year 1895, is a triumphant record of constant progress and unvarying success. The foundation of the present huge emporium was set by Mr. George Rae in the year just mentioned, the initial offices being in Murray Street, but these were soon vacated for the more extensive buildings in Hay Street, where the firm still carries on its immense trading operations. In the true sense of the term the firm may be proclaimed "Universal Providers," and as such it has obtained a wonderful reputation in practically every State in the Commonwealth, Western Australia being no exception to the popular rule. A brilliant beginning was followed up by the eminently successful endeavour to maintain the same degree of excellence in every department, and as season followed season more and more of the fashionable trade of the State flowed through the widely-opened doors. The extraordinary progress made in Western Australia primarily must be attributed to the fact that the huge stocks carried are obtained from a parent em-

porium which controls immense capital, and accordingly is able to buy direct from the manufacturers of the Old World at bedrock prices. Further, the firm has its own large mills and factories, where only the most up-to-date machinery finds a place, which with very keen organization reduces the cost of manufacture to a very fine point. Within the establishment are the usual workrooms, where dressmaking is carried on under the supervision of thoroughly-trained and highly-paid experts, and skilful milliners fashion the beautiful and stylish creations destined to grace many a lovely head. A ready-to-wear department is also catered for, and garments are manufactured by the hundred to supply

manufacturer of furniture of all descriptions, and its factories are fitted up with machinery of the latest English and American design. The showrooms contain a fine selection of dining and bedroom suites, bedsteads, sideboards, etc., and everything required for the complete furnishing of a house may be obtained at a very reasonable outlay. All kinds of groceries and table dainties, Continental condiments, preserves, China, Ceylon, and Indian teas are stocked, and in the hardware branch is to be found a large assortment of ironmongery of all kinds for household, workshop, or other requirements, farming implements, etc. The building has been enlarged from time to time to provide the accom-

modation demanded by the expansion of trade, and in 1912 very large additions were made, with a handsome frontage to St. George's Terrace, the premises now covering the full block from Hay Street, a depth of 384 ft. The frontage to Hay Street is 125 ft. and to St. George's Terrace 187 ft., including a block of 62 ft. on which a refrigerator and bulk stores have been placed. The portion of the building facing south consists of



Photo by C. E. Farr.

PREMISES OF FOY & GIBSON PROPRIETARY, LIMITED, HAY STREET PERTH.

the large demand for all kinds of lingerie, children's clothes, etc., while immense stocks of mantles and costumes and ladies' and children's underclothing are obtained from the British and Continental centres famous for the manufacture of these classes of goods. The showrooms are resplendent with beautiful gowns, coats and skirts of the latest cut, evening wraps of every description, while imported millinery models are here displayed to the greatest possible advantage. The male wardrobe has received like careful attention, and gentlemen may here be smartly tailored in the latest styles, while a department of tailor-made suits for immediate wear has become very popular. The firm is a large

five floors, whilst from the flat roof a fine view of the river and surrounding country is to be obtained. A series of three light courts, each 60 feet by 30 feet, provides splendid lighting, and a supplementary system of electric lights has been installed for use as occasion demands. The ceilings, carried out in Canadian pressed steel, handsomely designed, are in excellent taste, and lavatory accommodation has been provided on all floors, while a fireproof staircase makes possible very rapid egress in the event of fire. Since the completion of the south wing of the building all the departments have been rearranged, and the immense stock may be viewed with the greatest comfort.

BOAN BROTHERS, Wellington Street, Perth. (Harry Boan, proprietor.) Emulating the historical gourd in the rapidity of its growth, yet maintaining the stability of an oak, the business of Messrs. Boan Brothers must necessarily take its rightful place in the van of similar enterprises to-day existing in the capital cities of the great Australian Commonwealth. The year 1895 witnessed the foundation of this immense trading concern, and from the very commencement success was assured to the enterprising proprietor. Messrs. Boan Brothers have ever striven to meet the popular fancy in the matter of styles, materials, house-furnishings, and the thousand and one necessities of modern civilized life, and that they have succeeded in striking the nail on the head is amply demonstrated by the unfailing and generous support accorded the firm by the general public. A glance at the history of the business is full of interest for all those to whom the record of successful business enterprise carries stimulus and commands admiration. In 1895 Mr. Harry Boan, from the far cry of Broken Hill, perceived the excellent opening offered for the establishment of an emporium of this kind in the capital city of the West. The mining industry was booming all over the State, and all departments of com-

merce were reaping the benefit of the tide of prosperity and the resulting increase of population. Borne on the crest of the surging wave of humanity rushing pell-mell to the "land of promise" Mr. Boan arrived



MR. HARRY BOAN.

at Perth about the middle of the year and proceeded to select a site for his premises. This he found in Wellington Street, at the time only a sand-track, its only ornamentation being a large duckpond on its southern side. He secured the duck-pond in, with the greater portion of

his present frontage overlooking the railway station, at the price of £42 per foot, and a few days later hundreds of men were employed digging the foundations and rearing the walls of the future emporium. The opening day was fixed for November 7, 1895, and so great was the crush and excitement that doors were broken, windows smashed, and damage done to the value of £140; the staff was paralysed with the onrush of the people, and the warehouse had to be closed until the following Tuesday. The commercial wisecracks who had scoffed at the notion of any such business succeeding out of Hay Street found ample opportunity for revising their opinion when the steady trading of successive weeks and months proved beyond shadow of doubt that the new enterprise had come to stay, and, moreover, to make itself a quantity to be reckoned with in the local world of commerce. Within a year workmen were again summoned to make extensive additions to the warehouse, and year by year the business continued to grow until it reached dimensions little short of enormous. Mr. Boan at length realized that the time had arrived to replace the first premises, which were of a temporary character, by a structure more befitting the dignity of his large connection and more suitable in every way to the demands of the trade. With the object of making himself conversant with the latest ideas in warehouse construction he went abroad and personally visited all the principal stores of England and Scotland, Vienna, Paris, Berlin, Hamburg, New York, Chicago, and San Francisco, and in 1904 the present handsome building rose, phoenix-like, on the old site, the firm's business proceeding without interruption during the whole process of transformation. The magnificent frontage is modelled on the style of the most approved Old World emporiums, and the roomy interior is equipped with the latest improvements, is well lighted, lofty, and splendidly ventilated. In 1911 Mr. Boan purchased a block of land immediately at the rear of the Wellington Street store at a cost of £20,000, and erected upon it a handsome building with an imposing frontage to Murray Street. The new structure contains four stories and a basement, with a total floor space of 200,000 square feet, access thus being provided from one street to the other. Groceries, furnishings, iron-



BOAN BROTHERS' PREMISES, WELLINGTON STREET, PERTH.

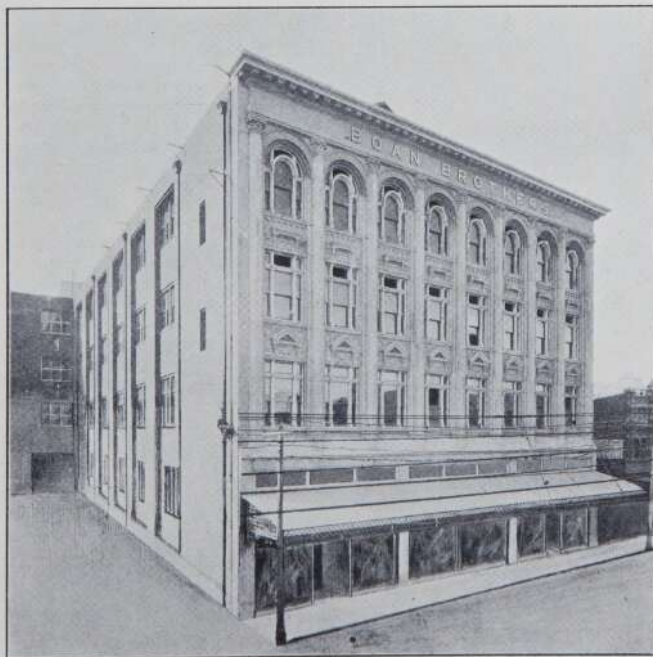
mongery, and several other departments have been added, so that the firm can indisputably claim the title of universal providers. The garden roof, smokeroom, and refreshment and retiring rooms are all additional attractions, while in the various departments conveniently arranged on each floor is displayed the immense and valuable stock of latest novelties from the best markets of the world. Expert buyers in England, America, and on the Continent keep well abreast of the constantly changing fashions, and the exquisite gowns and chic millinery imported from Paris have made Messrs. Boan Brothers the leaders of style in the western metropolis. Art furniture is imported from England, and the beautiful display of drawing- and bed-room suites in rosewood, walnut, etc., is a feature in the furnishings department. The firm also has its factory at West Perth, equipped with a modern plant driven by electric power, where bedding and furniture of all descriptions are manufactured, the local article meeting with considerable support. The country order department is very popular and has grown to a remarkable extent, and altogether some 400

hands are employed by the firm, the business management of which is in the hands of Mr. Henry Williams. HARRY BOAN, J.P., was born in Victoria in 1860 and received his education at Dunolly, in the same State. He gained an extensive commercial experience in Victoria, New South Wales, and Queensland until the year 1886, when he joined his brother in establishing the firm of Boan Brothers at Broken Hill. This enterprise proved an immediate success, and to-day the firm is acknowledged as the leading drapery establishment of the Silver City. In 1895 operations were extended to Perth, and five years later Mr. Boan sold his interests in the Broken Hill business and assumed sole proprietorship in Western Australia. Apart from his important commercial transactions Mr. Boan devotes most of his leisure to the "sport of kings." He is a true sportsman, and the pleasure he derives from his racing string amply recompenses him for the time and money devoted to its upkeep. Mr. Boan is a fine judge of horseflesh and an excellent illustration of his judgment may be found in "Tanami," which he purchased for £300. "Tanami" sub-

sequently won for him over £5,000 in stakes and placed to his credit the New South Wales Derby of 1910. This was Mr. Boan's first attempt to capture the classic event, and the victory of his horse was a source of great gratification and pleasure to him. Mr. Boan has paid some big figures for his thoroughbreds, notably £1,750 for "Maltfield" and £1,250 for "Maltblossom." On the Victorian turf Mr. Boan captured



MR. HENRY WILLIAMS.



BOAN BROTHERS' NEW PREMISES, MURRAY STREET, PERTH.

the Gwynne Nursery Handicap in two successive years, first with "Tanami" and then with "Sweetmalt," and he has many other important races to his credit. Some years ago "Gunlock" won the first W.A. Hunt Club Purse, this being the first occasion on which Mr. Boan's racing livery was seen on the Australian turf. Hitherto he has raced principally in the Mother State, but in the future his colours (gold, pink, hoops and cap) will be often seen at the meetings of the Western State. Mr. Boan's name appears on the membership-roll of the leading sporting institutions in Australia, including the V.R.C., the A.J.C., and the W.A.T.C., and he is also a member of the C.T.A. and of the St. John Lodge of Freemasons. HENRY WILLIAMS, General Manager for Messrs. Boan Brothers, Perth, is a son of the late Mr. Z. Williams, of Willunga, South Australia, where the subject of our review was born on November 10, 1867. He was educated in his native town and at the Lefevre Peninsula school, South Australia; at the conclusion of his studies, when about

sixteen years of age, joining the staff of the National Bank of Australasia. He continued in this institution for ten and a half years, during which time he filled various positions, and was relieving accountant when he resigned from the service in order to enter upon an appointment in the Western Australian Bank in 1895. Less than a year after his arrival Mr. Williams was offered and accepted the position of accountant with his present firm and upon the resignation of Mr. Orton, the former manager of the establishment, in 1910 he was appointed Financial Manager. He continued in this position until early in 1912, when he was appointed General Manager, which post he still continues to occupy. Mr. Williams recently visited the Old Country, and, though mainly on pleasure bent, he availed himself of the opportunity to study the various up-to-date business methods in vogue which might prove useful in furthering the interests of his employers in Australia, with this object in view inspecting all the great commercial houses in the principal cities of Great Britain and the Continent. He is a member of the Board of Management of the Children's Hospital. In 1895 he married Louie, daughter of the late Mr. J. S. Jones (of Messrs. Jones Brothers), of Port Adelaide, and has three sons.

The ECONOMIC STORES, Limited, Shenton Corner, Hay and William Streets, Perth. As long as fifty years ago the present business

under their joint management the concern was carried on for several years, when it was purchased by the late Captain W. Oates. Shortly



WINDOW DISPLAY AT THE ECONOMIC STORES, PERTH.

was founded by the late Mr. George Shenton, sen., and carried on by him up to the time of his death in the sixties. The control then devolved upon his son, Mr. (afterwards Sir) George Shenton, who at a later date was joined in partnership by his brother, Mr. Ernest Shenton, and

afterwards the old name of G. C. Shenton & Co. was abandoned in favour of the present title, under which the firm has become favourably known throughout the length and breadth of the State. In the year 1906 Mr. Thomas Bradshaw was admitted as a shareholder, and coincident with this event the premises that had hitherto served were demolished and the present handsome structure erected. With the advent of Mr. Bradshaw the business methods of the firm underwent drastic changes; old methods gave place to modern ideas, and an elaborate system installed to facilitate the workings of each department. The old stock was cast out at a great sacrifice to make way for the new goods gathered regardless of expense from the four corners of the globe. The London representatives have been given *carte blanche* in the selection of the very latest novelties, and as a result each incoming steamer brings an accumulation of the most bewitching draperies, etc., so dear to the feminine heart, bought at the keenest cash prices. In the counting-house, which lately has been placed under



WINDOW DISPLAY AT THE ECONOMIC STORES, PERTH.

the control of Mr. E. S. Champion, Fellow of the Chartered Institute of Secretaries, London, an accountant with a wide experience in the drapery trade in London and elsewhere, and who also acts as Secretary to the Company, sweeping al-



CAPTAIN W. OATES.

terations have been made, and the credit business in force during the old regime has been replaced by a cash system under which customers receive enhanced value for their outlay. Naturally the progressive policy adopted has led to an immense increase in the amount of business transacted, far in excess of the most sanguine expectations formed by the management, and the firm is

now seeking means to double the present capacity, so that the wonderful expansion of trade may be expeditiously dealt with. The Economic Stores have secured a firm hold on the buying public, and it is the fixed determination of the proprietors that this confidence shall not be abated one iota. The magnificent show windows which have a frontage to both Hay and William Streets altogether cover an area of 5,000 sq. ft., and contain a ravishing display of goods constantly undergoing changes in accordance with the dictates of the fickle goddess "Fashion." The millinery department always contains *le dernier Cri* in smart headgear, and the creations of the firm are truly *chic*. The dress department is patronized by the élite of Perth, and the distinctive and original dresses designed by the firm are quite equal to the best gowns created in Paris. The country mail order department deserves special mention. Orders received per medium of the post are given the most careful attention, and customers' requirements are studied to the smallest detail, the goods being dispatched with remarkable celerity. The management is looking forward to the time when Western Australia will take her rightful place in the van of the Australian States, and is leaving no stone unturned to secure a fair share of the increased business which must necessarily follow the opening up of the vast areas of the State. The way to success is not an easy road to travel, but if perspicacity and busi-

ness acumen count for anything the Economic Stores will not fail to come prominently to the fore in the race for the commercial goal. THOMAS BRADSHAW, the Managing Director, is a native of Belfast, Ireland, and served an appren-



MR. THOMAS BRADSHAW.

ticeship of six years to the softgoods trade at Lindsay's Arcade, Ulster. He left Ireland in 1885, and after a few years in Melbourne proceeded to Brisbane, where for ten months he acted as Manager for Messrs. Duncan, Sinclair, & Co. He next purchased a business at Townsville, which he conducted for some time,



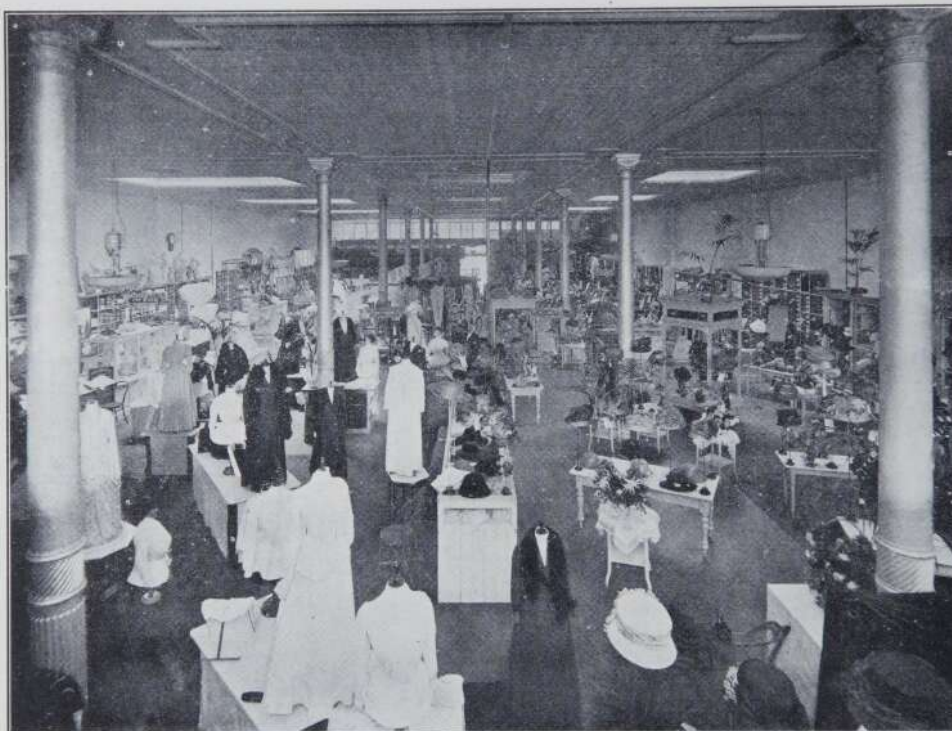
THE ECONOMIC STORES, CORNER OF HAY AND WILLIAM STREETS, PERTH.



eventually coming to Western Australia in July, 1902. Subsequently he acquired a large share in the business of Messrs. Weidenbach and Co., Hay Street, and traded under the name of Bradshaw & Hall; but disposed of his interests in 1905, when he became a shareholder in the Economic Stores, Limited. Mr. Bradshaw is a keen business man, and it is his ambition to make his firm the premier institution of its kind in Perth.

ture rises to three stories at the rear, providing an enormous amount of space in the interior. The frontage to Hay Street is 132 ft. by a depth of 187 ft., the ceilings are 17 ft. high, and the showrooms are many-windowed, letting in a blaze of light through the day, while the arrangements for ventilation leave little to be desired. At night a wonderful system of flame arc lamps, ingeniously devised to shed an indirect light, illuminates every corner

Bon Marché Stores possess a third superlative quality. Besides being the oldest, it is without doubt the most popular of the drapery stores of the West, and this popularity, of which the proprietors are justly proud, is based not upon an evanescent pyrotechnic display of sensational bargain sales, but is a direct result of the sound commercial integrity which regulates and sets its mark upon the transactions of the whole business. The manage-



INTERIOR VIEW OF MILLINERY DEPARTMENT AT THE BON MARCHÉ STORES, PERTH.

The BON MARCHE, Limited, Hay Street, Perth, is the oldest purely drapery business in Western Australia, and to this priority of age adds the distinction of being one of the largest drapery stores in the Western State. The whole of the original buildings were recently pulled down and the present huge and imposing premises erected. The two-storied front elevation is finished with English pottery glazed tiles in a most effective shade of blue, and the struc-

ture rises to three stories at the rear, providing an enormous amount of space in the interior. The frontage to Hay Street is 132 ft. by a depth of 187 ft., the ceilings are 17 ft. high, and the showrooms are many-windowed, letting in a blaze of light through the day, while the arrangements for ventilation leave little to be desired. At night a wonderful system of flame arc lamps, ingeniously devised to shed an indirect light, illuminates every corner

ment has built up an enormous trade on the principle of selling only the most reliable make of goods at the lowest margin of profit, and thus has deservedly earned for Bon Marché the enviable title of "Quality House." It is a well-known fact, of which the thousands of purchasers daily show their appreciation, that only goods of dependable quality are offered for sale, and misrepresentation is strictly forbidden. The Bon Marché is fortunate in its staff of European buyers, who pos-

ness that valuable gift of discernment which is able to recognize Fashion's latest and choicest creations among the myriad allurements of the British and Continental markets, and secures the best values with an unerring decision little short of infallibility. Their personal experience of the Australian climate enables them to achieve remarkable success in selecting suitable materials and styles for local requirements, and every mail-

linery and lace goods is an Englishman of wide Australian experience and is well qualified for his responsible duties. The woollen buyer has been successful in making highly-satisfactory arrangements by which the Australian house receives cut lengths of tweeds for men's suits from the leading manufacturers at a slight advance in makers' prices, no two suit lengths being of the same pattern. This arrangement guarantees to every gentleman pur-

the second largest sewing-machine manufacturers in America, and the "Bon Marché" treadle sewing machine, with automatic drophead, is rapidly making its way into popular favour. This agency can be held only on condition that 500 machines be distributed throughout the State every year, and in order to achieve this average they are sold at a slight margin above the factory price, *viz.*, £6 10s. each, with a written guarantee until 1921. Bon Marché



Photo by C. E. Farr.

THE BON MARCHÉ STORES, HAY STREET, PERTH.

boat arriving at Fremantle from London brings fresh shipments for the Bon Marché from the best markets of the world. In this way the very newest fashions are continually displayed in Perth, and are worn by the ladies of the western State almost before they have found their way to the world's metropolis. The London buyer of Manchester goods (*i.e.*, calicoes, linens, and all cotton piecegoods) is acknowledged in commercial circles to be the most expert and highest-salaried buyer in the British Isles. The gentleman to whom is entrusted the important task of suiting the firm with mil-

chaser a suit unique in the design of its material, and has given great satisfaction to the smartly-tailored men of the State. The head cutter at Bon Marché, an artist of considerable ability, for domestic reasons resigned his position and came to Australia after a long experience as cutter in a leading Bond Street tailoring establishment. A very attractive feature of the Bon Marché is the "Liberty" department, the management having just completed arrangements by which it represents the popular London firm in Perth. It has also obtained the sole agency in Western Australia for

holds a contract for supplying all Government institutions within the State, including all the hospitals, with the various drapery goods, carpets, mattresses, etc., required, and makes a speciality of providing for these necessities. The large staff of employés forms a very happy family, and some of them have been engaged in the business for over twenty years. All the profit made is circulated in Perth, the three Directors of the Company being Messrs. G. H. Cargeeg (of Claremont), G. F. Pitchford (Rheola Street, Perth), and A. E. Joyner (of Palace Court), by whom practically all the shares are held.

THE "HOUSE OF BRENNAN," Hay Street, Perth; Hannan Street, Kalgoorlie; and Bayley Street, Coolgardie. Messrs. Brennan Brothers first established themselves in business in Western Australia in 1896, when they opened a drapery emporium at Kalgoorlie, the famous mining town being then in its infancy. The concern prospered, and at a later period several branches were opened in the surrounding district. The Boulder branch proved very successful, and in 1899 the firm opened a branch at Coolgardie, and in 1906 the present business in Perth was opened. In 1904 Mr. Kyran Brennan withdrew from the partnership, taking over the Boulder business on his own account and relinquishing any further interest in the firm. In December, 1911, Mr. James Brennan purchased his brother Patrick's interest in the business for a substantial consideration, and is now the sole remaining proprietor of the firm of Brennan Brothers, of Perth, Kalgoorlie, and Coolgardie. The metropolitan business was inaugurated under favourable auspices, and being conducted with enterprise and skill has been developed into one of the leading concerns of its kind in the Western State. Its rapid advancement in face of the keen com-

petition encountered on all sides has been little short of phenomenal, and a very large share of popular patronage falls to the "House of Brennan," the recognized home of

beautiful draperies, chic millinery, and the innumerable and important accessories of good dressing. The world. The dressing of these windows is made a veritable "fine art" and provides a continually



Photo by C. E. Farr.  
CORNER OF THE SHOWROOM AT THE "HOUSE OF BRENNAN," PERTH.

premises cover an area of 245 ft. in depth with 75 ft. frontage to Hay Street. The magnificent show windows have a glass area of over 3,000

changing feast for the eye, the harmonious colour schemes and artistic disposal of goods having won for the "House of Brennan" the premier place in Australia for this department. The interior is roomy and well lighted, and is fitted up with all the latest arrangements for the display of wares and the prompt and convenient despatch of business. The object of the firm is to keep all the departments on the ground floor, this having in the past proved a great convenience to customers, dispensing as it does with the necessity for climbing stairs or awaiting the lift service. The land at the rear of the building, reaching to Murray Street, is owned by the firm, and it is the intention of Brennan Brothers in the near future to extend the premises right through, thus providing the house with a frontage to both Hay and Murray Streets, which will prove a great convenience to the purchasing public. The firm specializes in drapery, and the "House of Brennan" is represented in England, the Continent, and America by one of the largest buying concerns which has its headquarters in London. Each season many cases of samples are sent out, from which Messrs. Brennan Brothers make their selection for the special requirements of the Western Australian public. In regard to novelties in millinery and



Photo by C. E. Farr.  
WINDOW DRESSING AT THE "HOUSE OF BRENNAN," HAY STREET, PERTH.

petition encountered on all sides has been little short of phenomenal, and a very large share of popular patronage falls to the "House of Brennan," the recognized home of

square ft., a novel feature being the four island windows, in which are displayed to such splendid advantage the special attractions of the season culled from the foremost markets of

other ephemeral fancies of an hour, the choice is entrusted to the London representative, who makes the purchase on the spot, and is very successful in suiting the fastidious tastes of the most exacting votaries of fashion. Purchases are made at king's values and best prices, which make it possible for the "House of Brennan" to retail at the reasonable figure which is one of the sources of their popularity. A glance at the various departments reveals a high standard of taste maintained throughout. The mantle department revels in a profusion of costumes, robes, cloaks, and blouses ranging from great richness to sweet simplicity, the designs being carried out in costly fabrics of silk and velvet and dainty cambries and muslins. The millinery department is like a materialized rainbow broken up into bows and birds and flowers and scattered with charming grace over the hundreds of elegant models and shapes which have received the last touch from expert fingers at home or abroad. The dressmaking department is a very important one, and has received the greatest possible attention, the gowns turned out by

the firm being among the most beautiful creations of their kind worn by the ladies of Perth. There are three



MR. JAMES BRENNAN.

rooms each under the control of an expert and a large number of assistants are employed. Upstairs is a manufacturing department where a large quantity of costumes, under-

clothing, blouses, and children's ready-to-wear garments are fashioned by skilful hands, these always commanding a ready sale. A tailoring department is shortly to be inaugurated, and this will be placed under the most efficient management, the high level of workmanship aimed at in all other branches of the trade being made a *sine qua non* in the arrangements for this additional attraction to the already popular house. The heads of the various departments are experts who are secured regardless of the salary asked, and the whole of the large staff is efficient and appreciative of the courtesy required in attending to customers' requirements. Mr. JAMES BRENNAN, the Proprietor, was born at North Kilkenny, Ireland, on November 18, 1872. He is a son of the late Patrick Joseph Brennan, of County Kilkenny, and was educated at the Christian Brothers' College at Castle Comer, his birthplace. Mr. Brennan served his apprenticeship to the drapery trade in his native place for five years, and afterwards gained three years' experience with Pim Brothers, Dublin, one of the largest drapery houses in Ireland. Here he



Photo by C. E. Farr.

BRENNAN BROTHERS' PREMISES, HAY STREET, PERTH.

made himself conversant with every branch of the business, and in 1894 set sail for Queensland, where he joined his brother in trading operations until 1896, in which year he came to Western Australia and settled in business at Kalgoorlie. Mr. Brennan is a keen supporter of every kind of sport, and has done much to further the interests of trotting in this State. He has held the office of President of the Western Australian Trotting Association since its formation, and under his able guidance the association has made rapid strides, and trotting is well under way to become one of the foremost sports in the State. At considerable expense he has imported from the East and New Zealand several thoroughbred trotting horses (the well-known trotting stallion "Lord Dudley," and the champion buggy mare "Princess Derby," as well as others, being his property), and has devoted much time to the improvement of the breed of the utility horse in Western Australia. His horses have been very successful in the show ring, having carried off several championships, as well as having won a number of events on the trotting track in the State. Mr. Brennan is a member of the Western Australian Turf Club and the Kalgoorlie and Boulder Racing Clubs. His private address is 2, St. George's Terrace, Perth.

**GEORGE HENRY CARGEEG, J.P.**, was born at Adelaide on April 13, 1851. He was educated chiefly at private schools in the city of his birth, and at the age of thirteen entered a lawyer's office, spending ten years in the study of law. He relinquished the pursuit of the law to direct his energies to mastering the details of the publishing business at the office of the *South Australian Register*. Later he became the first publisher of *The Australian Star*, an enterprise he abandoned to become an advertising agent. Mr. Cargeeg next turned his attention to share-broking on the Stock Exchange of Adelaide, but in 1894 he came to Western Australia, where he had purchased the *Bon Marchè* drapery business, in which he has retained his position as chairman of directors ever since. When *The Morning Herald* newspaper went into liquidation he purchased the plant and established the *Herald Printing House, Limited*, and as chairman of directors has kept a guiding hand on the helm of this

enterprise also. Mr. Cargeeg takes a very active interest in religious and philanthropic movements, is a Board member of the Blind Asylum, and fills the position of senior Vice-President of the Y.M.C.A. He assisted in the foundation of the Baptist Union of Western Australia, and has acted as a member of the executive of this body since its inception, besides undertaking the duties of Treasurer to the Church Council. In 1876 he married Louisa Jane, daughter of the late W. H. Selway, of South Australia, and has five sons and three daughters.

**JULIUS LEWIS GLICK, J.P.**, is a son of the late Mr. Moses Glick, of Weekshna, Province Kovanah, Russia, where the gentleman under



Bartletto,

Perth.

Mr. JULIUS LEWIS GLICK.

review was born on January 26, 1869. After the completion of his education in his native country and in Germany, at sixteen years of age, he went to Dublin and there became attached to the British Army at the Curragh Camp, County Kildare, where he spent nearly a couple of years. At the end of this period he proceeded to Liverpool and entered into commercial pursuits, opening in that city a softgoods store, which he conducted with unqualified success for thirteen years. In 1897 he decided to come to Australia, and arriving at Adelaide in September of that year established himself in business as a softgoods and furniture merchant. Here for the first time he took out his papers of naturalization, by which he was registered as

a citizen of the British Empire, and seven years later left South Australia for the Western State. Besides the establishment of the Adelaide Tailoring Company in Hay Street, which he has made one of the features of commercial life in Perth, Mr. Glick has invested a considerable amount of capital in city and suburban properties, as well as in land for farming purposes, and has proved himself a most worthy citizen of his adopted country. In 1907 he was appointed to the Western Australian Commission of the Peace, and in the past occupied the post of President of the Perth Hebrew Philanthropic Society, being at the present time Treasurer of the Perth Hebrew Congregation. He is a member of the Masonic craft, in which he has held various honours, and is a supporter of all kinds of outdoor sports. In the latter connection he is President of the Western Australian Coastal Athletic League and a Patron of several other clubs, being himself a player of bowls and billiards. In 1890 Mr. Glick married at Liverpool Fanny, daughter of Mr. M. Zeffert, now of Liverpool, England, and has a son and three daughters.

**PARKER & CO.**, tailors and mercers, 681, Hay Street, Perth. Telephone 759. In the confines of the new world it would be difficult to find a parallel for the remarkable rise and progress of the Western State, its commerce and industries, during the score of years commencing with the early nineties of the last century. The surpassingly rich mining discoveries of the period mentioned were followed by an era of activity and expansion which can only be considered as bordering on the miraculous. New business houses sprang into existence like mushrooms, and many were the mercantile firms which set up their shingles in the most central positions obtainable. Concomitant with the commencement of this cycle of progress was laid the foundation of the present tailoring concern under the name and style of Alfred Morris and Co., and the establishment may rightly claim priority over any other of a similar nature in Perth. In 1901, nine years after its foundation, the business was purchased outright by Messrs. Parker & Jones, and for eight years was carried on by them as Parker, Jones, & Co., upon the retirement of Mr. Jones in 1909, the

name having been changed to its present designation. Parker and Co. are specialists in tailoring and outfitting, the former department in particular receiving close attention. The firm's cutter has had lengthy ex-



PARKER & CO.'S PREMISES, HAY ST., PERTH.

perience of the trade, first in London and more recently in Ceylon, where for many years he held the position of head cutter to the well-known firm of Cargell's Ltd., and maintains a distinctive and stylish cut for which the house has been long deservedly noted. Much of the cutter's art may be lost in

workers, so that the very best results must naturally follow. Parker and Co. are also noted for the effective and wide range of cloth lengths kept in stock, their London buyers displaying an excellent taste in the selection of materials adapted to local conditions. The success of this department must be ascribed to the faculty for specialization possessed in a high degree by those responsible for its inner workings. Suits of all kinds are turned out, some of the most popular specialties of the firm being dress suits, Norfolk jackets, and riding breeches. The outfitting department is complete in every detail, being under the superintendence of a practical man who understands his business thoroughly and makes it his aim to satisfy the individual requirements of every customer. Hats in every style, shirts, pyjamas, linen wear, neckwear, etc., are regularly imported from London, and fresh shipments of novelties are received fortnightly. The firm also manufactures shirts and pyjamas, and retains the services of a practical hatter for the manufacture of silk hats, helmets, and caps, which are shaped and fitted to the lines of the head, providing perfect comfort to the wearer. The plateglass windows fronting the main thoroughfare are always dressed in the best taste, and the goods displayed are indicative of the high quality of the manifold lines

popularity of the house. The general management is in the hands of the Proprietor, FRANK ROWLAND PARKER, who was born at Highgate, London, on May 12, 1872. He is a son of Mr. William Parker, of the same place, where also he received his education and early business training. In his eighteenth year he became possessed of the desire to travel, and taking passage to Australia he landed at Victoria in 1890. For the ensuing five years he occupied himself in gaining ex-



Bortletto, Perth.  
MR. FRANK ROWLAND PARKER.

perience in his present trade, but perceiving better opportunities farther afield embarked for Western Australia, where he arrived in 1895. Mr. Parker was identified with a leading firm in Perth for the following six years, having charge of the men's department, where he further augmented his knowledge, and upon taking over his present business in conjunction with Mr. Jones was fully qualified to bring it to a leading place in the ranks of similar concerns throughout the Commonwealth. Under his direction the business has gained pre-eminence, and is now favourably known far and wide throughout the State. Mr. Parker devotes nearly all his time to the furtherance of his business interests, but his name is to be found in the membership lists of the Cottesloe Golf Club, the Freshwater Bay Yacht Club, and the Commercial Travellers' Association. He married in 1903 Ethel, daughter of Mr. T. W. Ottaway, J.P., of Armadale, and has two sons and a daughter. His private address is Irvine Street, Cottesloe.



Photo by C. E. Farr.

INTERIOR VIEW OF PARKER & CO.'S ESTABLISHMENT, PERTH.

the piecing together of suits by incompetent workmen, to avoid which the firm has gone to no inconsiderable trouble and expense to secure only the most expert

kept in stock. Parker & Co. aim to give satisfaction to every client, and in this they are efficiently assisted by a competent staff, whose courtesy and attention add greatly to the

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"GREIG," gentlemen's tailors and outfitters and ladies' habit-makers, Hay Street, Perth. (Oliver Adamson Greig and William Arthur

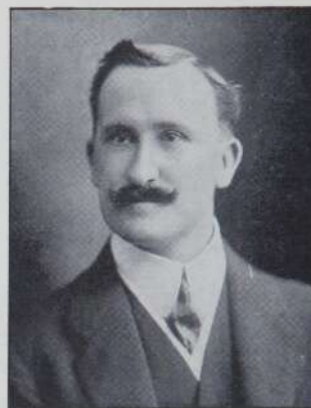


"GREIG'S" PREMISES, HAY STREET.

Donald.) Established during the past decade, the firm of Greig has rapidly won a reputation for high-class and exclusive work. It was in 1905 that the present central premises in Hay Street were taken over by the firm and renovated and fitted throughout on the most up-to-date

English and Continental lines. The cutter-in-chief, Mr. O. A. Greig, has had a lengthy experience of the trade both in London and in the Eastern States, and has the assistance of cutters specially obtained from England. A feature in connection with the firm is the exclusive design and cut for which it is already well known. It numbers among its clientele the leading professional and business men of Perth, and is a favourite house with the *grandes dames* requiring the very latest creations in robes, costumes, and riding habits, besides which servants' liveries are also turned out in the best style. In fancy suiting for gentlemen the firm imports but one suit length in each pattern, an innovation introduced into Australia by Mr. Oliver Greig, and it is by these means that the firm is able to maintain exclusive and fashionable novelties for its patrons. The firm's London buyer is commissioned to secure the latest designs executed by the large woollen manufacturers of the Old Country, and these are immediately shipped to Perth, where they arrive within four or five weeks of the time of leaving the makers' hands. "Greig" is thus enabled to provide the very latest in smart wear far ahead of the time in which the designs are displayed in the Eastern States. The outfitting department contains an elaborate stock of men's wear and gentlemen's travelling requisites, including suit cases, kit bags, rugs, etc., and the neckwear displayed is the most fashionable to

be had in the metropolis. The progressive policy of the firm is reflected in the workrooms, which contain some of the smartest workers in the



MR. OLIVER ADAMSON GREIG.

trade, all specialists in their particular line, brought together at infinite trouble by the management. There are some thirty hands constantly employed, but the firm does not claim to turn out large quan-



MR. WILLIAM ARTHUR DONALD.

tities of suits per week, rather confining itself to a higher-class trade which demands less of quantity, but where quality is a virtue unto itself. The general manager of this well-conducted house is Mr. Donald, who has had wide experience of the requirements of the trade in London, America, China, and India, and several years in the sister States.



OUTFITTING DEPARTMENT AT "GREIG'S," HAY STREET, PERTH.

COGAN BROTHERS, Paris House, expert tailors, mercers, hatters and hosiers, and ladies' tailors, 670, Hay Street, Perth, and at Menzies, Western Australia. Telephone 511. (M. P. Cogan and C. T. Cogan.) Early in the nineties of last century this business was founded in Perth by the firm of Wilson & Co., trading under the

among the leading fashionable tailors and outfitters of Perth. Great attention has been paid to the staffing of the establishment with thoroughly-skilled and competent hands, chief among whom is the cutter, an expert in his line, who before coming to the Western State had gained a wide and valuable experience in leading tailoring houses

ing on comfort, is not insensible to the artistic merits of first-class cut and exclusive design in suiting may command the satisfaction of all his requirements at the well-known "Paris House." The high-class trade catered for by the firm demands the importation of one only suit-length in fancy tweeds, and the standard set in this department is observed throughout the whole of the carefully-chosen stock of materials worked upon by the Messrs. Cogan. In 1911 the increase of business made enlarged accommodation necessary, and new premises were erected in Hay Street, consisting of a two-storied building and basement covering 6,000 square feet of space, with a handsome frontage forming a welcome addition to the architecture of this popular commercial highway. These have been fitted up in the most approved style, and the department

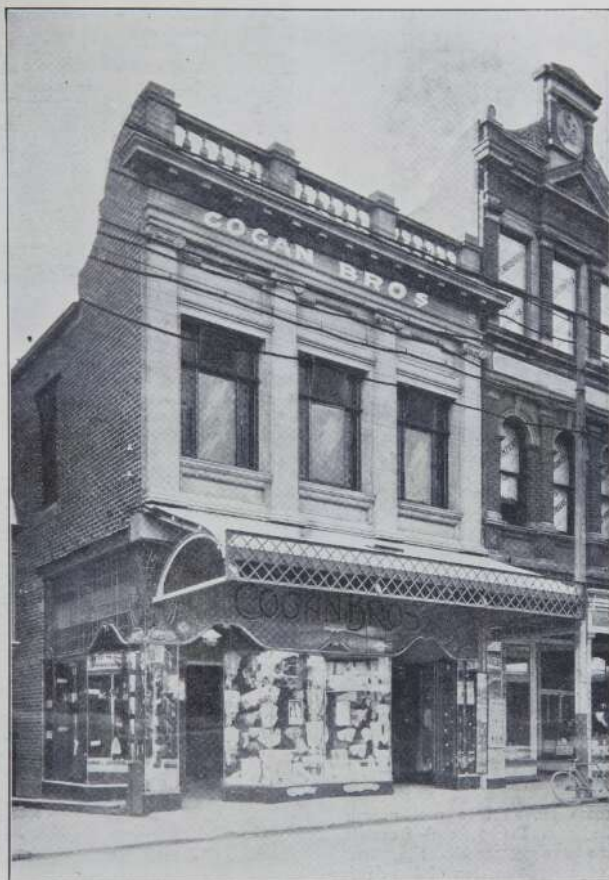


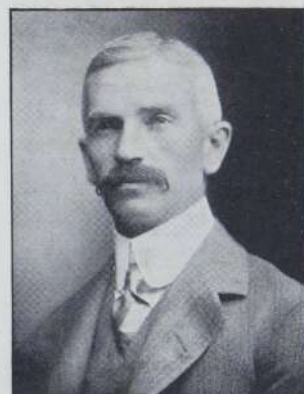
Photo by C. E. Farr.

COGAN BROS.' NEW PREMISES, HAY STREET, PERTH.

style of Paris House. In the year 1907 it was purchased by the Messrs. Cogan, who have applied their energies to the building up of the trade in such a manner that not only have they "deserved success," they have commanded it, the firm holding its place

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in the East for very many years. This gentleman is ably assisted by equally skilful tradesmen in the other departments of work necessary to the turning out of a really well-fitting and stylish suit of morning or evening clothes, and the professional or commercial citizen who, while insist-



Bartletto,

Perth

MR. C. T. COGAN.

allotted to the display of a most replete stock of men's general wear and travelling goods is specially commended to the notice of the purchasing public. The Messrs. Cogan are both natives of Otago, New Zealand, where they were brought up and educated. In 1896 Mr. M. P. Cogan came to Western Australia and founded the firm's present large drapery business at Menzies, at a later date branches being established at Leonora and Mt. Morgans. He was joined by his brother in the year 1898. In 1907 the former assumed the management of the goldfields house and Mr. C. T. Cogan took over the control of the Perth business.



HARALD & CO., ladies and gentlemen's tailors, 36 and 38, William Street, Perth. (S. M. Lindquist and C. E. Lindquist.) The fashionable and progressive tailoring firm of Harald & Co. was inaugurated at Hay Street, Perth, Western Australia, in the year 1896 under the management of Mr. S. M. Lindquist, who came from London for the express purpose of opening up the business in this city. Besides

the Western Australian public. The latter gentleman, who has also had a large and varied experience in Stockholm and the West End of London, and is the holder of the English Academical Diploma for Cutting, arrived in Western Australia direct from Naples, where he had been engaged with the English house of Messrs. F. G. Green & Co., late Messrs. Lennon & MacMurray. In the year following his arrival the

of the establishment. A speciality is made of the tailor-built costumes so popular with the well-dressed woman in all parts of the civilized world, and great success has been



HARALD & CO.'S PREMISES, WILLIAM STREET, PERTH.

having been engaged as a cutter for several years in the West End of London Mr. Lindquist had had a wide Continental experience, embracing two years in each of the capital cities of Copenhagen, Berlin, Brussels, and Paris, commencing his trade in the first-named city and eventually being awarded the French Academical Diploma of Cutting at Paris. In 1901 he was joined by his brother, Mr. C. E. Lindquist, whose assistance was necessary in order to cope with the rapidly-increasing business occasioned by the growing popularity of the firm with

partners moved into new premises in William Street, and from this centre have commanded the patronage of a large section of the professional and commercial men of the city, their trade being of an exclusively high-class order. Their experience in the West End of London, which is recognized to the farthest bounds of the British Empire as the home of fashionable clothing, enables them to avail themselves of the latest and most exclusive designs in suitings, which alone are suitable to the up-to-date style and fashionable cut which is a marked feature



MR. C. E. LINDQUIST.

achieved in this line, the firm having been awarded the gold medal for ladies' costumes in connection with the Exhibition held by the Western Australian Chamber of Manufactures in 1906-7. Since its inception the firm has kept abreast of the rapid rise of the Western Australian State, and its popularity not only in the large



MR. S. M. LINDQUIST.

rural and mining towns, without doubt is due to the fact that the public is keenly appreciative of the excellent and practical knowledge of their profession displayed by the Messrs. Lindquist.

G. D. CTERCTEKO, gentlemen and ladies' tailor, 30 and 32, Pier Street (near King Edward Hostel), Perth. Centrally situated in premises close to the main artery of traffic in the city, the business under review originally was established in 1897. Beginning on a small scale, even in the first decade of its existence the concern made rapid strides and necessitated a removal to more extensive premises only two years after its commencement. Within an incredibly short space of time it had earned the right to be included among the premier establishments of its kind in the Western capital, and in the earlier stages of its existence, as at the present time, numbered among its clientele the leading professional and commercial men of the city. The patronage of the wives and daughters of the leading business men who in well-cut costumes are the cynosures of all eyes at the various public and society functions has also served to advance the interests of the well-known and popular firm, which has ever striven by close attention to detail and conscientious work to be worthy the trust reposed in it by the different classes of the community. Another



Photo by C. E. Furr.  
MR. G. D. CTERCTEKO'S PREMISES, PIER STREET, PERTH.

branch of the trade in which the firm has been particularly successful is livery-making, and in all the ordinary departments of a tailoring business the work turned out is of a superior class. The cutting is done

by Mr. Ctercteko himself, while in the workrooms a dozen hands are employed, all of whom are experts in their especial lines. The suitings turned out have a distinctive cut, while the materials are selected with a view of supplying the diverse tastes of the numerous customers. A heavy and varied stock of all the latest designs turned out by the English manufacturing houses is kept, and in securing only one suit length of each fancy material Mr. Ctercteko is able to meet the requirements of his patrons who prefer an exclusive design in these suitings. GEORGE DAVID CTERCTEKO is a native of South Australia, having been born at Rosewater, in the vicinity of Port Adelaide, in 1870. He is the eldest son of Mr. Peter William Ctercteko, of Greece, who came to Australia in the fifties and took up his residence in the Central State. Upon the conclusion of his education he had two years' experience in farming life, followed by a further two years at sea, and eventually was apprenticed to the tailoring trade with the firm of P. Sheehan, of Port Adelaide, with whom he continued for three years. At the end of this period his employer gave up business

and Mr. Ctercteko went to Melbourne, where he completed his apprenticeship with the firm of Scourfield and Coultas and with Mr. J. B. Milton, both high-class tailors of Collins Street. Long before the expiration of the six or seven years which he spent in the employ of these firms he had obtained proficiency in every branch of the trade, and after a subsequent twelve months in South Australia came to the Western State. In 1897 he established his present flourishing business in Pier Street, and now receives his customers in very convenient premises two doors north of Hay Street. Mr. Ctercteko was for some years connected with the Western Australian Amateur Sports Club, and was for a considerable

time one of the State's most prominent amateur cyclists. He is a supporter of the Young Men's Christian Association and other kindred societies. His chief recreation is taken on the bowling green, and he is connected with the Leederville Bowling Club, prior to joining which he had been a member of the Mueller Park Club, of Subiaco. In 1900 he married Blanche, daughter of Richard Tullett, of Walthamstow,



Bartletto, Perth.

MR. GEORGE DAVID CTERCTEKO.

England, latterly of Perth, and has two sons and two daughters. He resides at Railway Parade, Leederville.

McBEAN & DEASON, mercantile, shipping, and insurance agents, land and estate agents, William Street, Perth, and at Fremantle. (James McBean, John Henry Deason, and Thomas Francis Deason.) This business was established in the early nineties by Mr. James McBean in conjunction with Mr. Frank Bowker, and was carried on by these gentlemen until 1900, when the partnership was dissolved. The firm's offices were originally located on St. George's Terrace, and were removed to William Street in 1910, when the present premises were secured. After the dissolution already mentioned Mr. McBean continued to trade on his own behalf until 1905, when Mr. J. H. Deason was admitted as a partner, and this arrangement held until 1910, when the personnel of the firm was added to by the admission of Mr. T. F. Deason. The firm acts as sub-agents for the Ocean and Ac-

cident Guarantee Corporation, Limited, and transacts risks in fire, accident, and employers' liability. They are sole agents in Western Australia for the popular brand of Robur tea, and for the Bunyip Soap Company, Limited, of South Australia, the bulk stores being situated at Fremantle, where an office is also open. The land and estate department is an important branch of the business, and transactions in house properties occupy a considerable share of the firm's attention.

**QUALITY SHOE STORES, Limited, Hay Street, Perth, and at Kalgoorlie and Boulder, Western Australia.** Among the many commercial enterprises which have come prominently to the fore during the past decade the firm under review must hold a foremost place. In May, 1905, the present General Manager, Mr. F. H. White, reached Western Australia from Victoria in search of an outlet for his commercial abilities, and having decided on the town of Boulder as the venue of his operations, in August of that year he established himself in business as a boot trader and importer. The early progress of his enterprise was not marked by any sensational trading, but the business steadily and surely won its way in public favour, so that in some few years' time a branch establishment was opened for the convenience of customers at Kalgoorlie. This was in March, 1909, and evidence was soon

forthcoming that the confidence reposed by Mr. White in the new venture had not been misplaced. Both businesses now forged ahead in splendid style, and in 1911 a further outlet was found necessary to

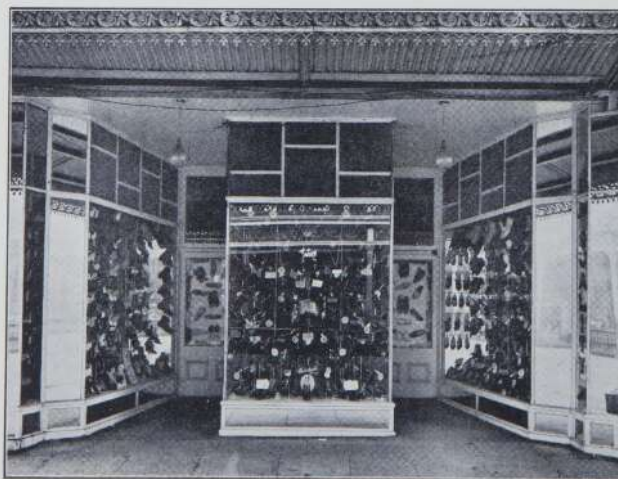
over's) were purchased, and after being renovated and elaborately fitted throughout opened for trade as the Quality Shoe Stores, Limited. The Stores deal in every kind of footwear and pay particular atten-



INTERIOR VIEW QUALITY SHOE STORES, PERTH.

absorb the energy displayed by the management. Accordingly Mr. White came to Perth and purchased the Utility Shoe Stores in Hay Street, and under his successful management the turnover increased by leaps and bounds. In October, 1911, the premises formerly occupied by Mr. Albany Bell (opposite Sand-

tion to ladies' boots and shoes. At the new establishment in Hay Street an elegant fitting-room has been set apart for ladies, and in this department will be found a choice array of smart and up-to-date *chaussure* in all colours for day and evening wear. The suede tops and fancy colours are in great favour in England and on the Continent, as also is the buckle which greatly adds to the appearance of the shoe when *en promenade*. For ladies also Clark's favourite English wear is kept, and dainty shoes of Australian manufacture are ready to hand to suit the most fastidious tastes. To meet the demand for high-grade boots for gentlemen a great variety of makes is kept in stock, including Florsheim and Snow, both of American manufacture, and Bostock's English boots; in fact, all of the very best makers find representation on the shelves of this progressive business house. For the convenience of country residents a mail-order department has been inaugurated, and that this boon has the appreciation of a wide section of the public is sufficiently evidenced by the large number who avail themselves of this simple method of making purchases without the necessity of entering the busy arteries of a commercial city.



THE QUALITY SHOE STORES, HAY STREET, PERTH.

MACFARLANE & CO., Limited, Perth. This progressive business concern was established at Fremantle by Mr. James Macfarlane in 1902. Operations were at first confined to the handling of pro-



Bartletto, Perth.  
MR. JAMES MACFARLANE.

duce lines, and trade increased very rapidly. In the year 1905 Mr. Macfarlane's attention was directed to the lack of an efficient fresh milk supply, and he decided to add a milk branch to his already soundly-



Photo by C. E. Farr.  
MACFARLANE & CO.'S PREMISES, MURRAY STREET, PERTH.

established business. Proceeding to Melbourne he investigated the system adopted by the Willsmere Certified Milk Company and finally purchased a complete plant, which, later, was installed in the firm's new premises in Murray Street, Perth. The business of

Messrs. Macfarlane & Co. was now turned into a limited company, operations ceased at Fremantle, and the whole attention of the Company was directed to the control and expansion of the metropolitan undertaking. The scheme for the supply of pure milk was prominently brought before the public attention for several years, but lack of appreciation ultimately caused the directors to part with the process. Thenceforward the energies of the management were focused on the produce branch, which had made considerable headway, and in the following year, upon the opening of the Murray Street premises, a branch was established in Barrack Street. In 1908 a second branch was opened at the corner of King and Hay Streets, which was subsequently transferred to William Street (opposite Queen's Hall), where the firm had secured a lease of a commodious shop. During this period of expansion operations had been extended to embrace the supply of continental and Australian delicacies, butter, bacon, hams, eggs, honey, etc., and in these lines the house has established an enviable reputation. The firm also secured the agency for Messrs. Griffiths Brothers' celebrated teas, coffees, cocoas, and chocolate, and a tearoom was opened at the William Street depot, but in the year 1912 the lease expired and the shop was closed down.

These teas, etc., have caught the public fancy and a large business is done in Messrs. Griffiths' commodities. The firm purchases direct from the producer, and specializes in local dairy produce and dressed poultry for table use. Messrs. Macfarlane & Co. supply under contract to the principal public institutions in the State, and householders are waited

on twice a week for orders. In 1902 a lease was taken of the Vasse Butter Factory, which had been closed for some eighteen months, and the manufacture of butter was commenced, the supplies of cream being obtained from the southern and south-western districts. Subsequently a second fac-

tory was opened at Perth, districts on the Midland Railway, Eastern Railway, and Great Southern Railway and in the south-west as far as Picton Junction being drawn on for the necessary cream supplies. In this and other ways the firm has done much to place dairy-farming on a sound footing in the State, but the industry is very backward, and in the opinion of the firm will continue so until the Government sees fit to pay a bonus, as was done in the sister State of Victoria, where the conditions are much more favourable to settlers than they are in Western Australia. The firm imports large quantities of dairying machinery, which is supplied to purchasers on very easy terms, and acts as agent



Bartletto, Perth.  
MR. P. GILES.

for the Crown "Tiptop" separators (hand and power driven), Crown steel churns, Babcock milk testers, etc. Mr. J. Alvey, who is in charge of the Perth factory, came originally from the East to take charge of the Vasse Butter Factory on behalf of the Western Australian Government, and his services were afterwards secured by the present firm. The directors of Macfarlane & Co., Limited, are Mr. James Macfarlane, Mr. J. V. Banfield (well known as the patentee of the Banfield-Lorden dry blower, which played such an important part in the opening up of the mining fields of the State), and Mr. S. F. Conning (who has control of the factory at Busselton). The Secretary is Mr. P. Giles. Mr. James Macfarlane, the managing director, is a Victorian, and was born in 1865, his father, the late Mr. Robert Mac-

farlane, having come to Australia from California in 1852. At the close of his education the gentleman under review followed in his parent's footsteps for a time, being engaged in mining pursuits in his native State. Later he joined the Bacchus Marsh Concentrated Milk Company at Melbourne, and in 1897 came to Western Australia, where he became a member of the firm of Walker, Wilson, & Co. at Fremantle. It is interesting to note in connection with this business that the first supplies were brought to Western Australia in the four-masted sailing vessel "Hinemoa," which anchored at Gage Roads for nine months, supplies being brought ashore as required from the refrigerator with which the ship had been specially fitted. Mr. Macfarlane severed his connection with the firm of Walker, Wilson, and Co. at the expiration of three years and returned to Victoria, where he remained until 1902, when he returned to the western State and established the present concern, as already recorded. He is one of the commercial members of the Food Standards Committee appointed by the Government under the Pure Foods Act of 1910. Mr. Macfarlane still continues to act as representative in Western Australia for the Bacchus Marsh Concentrated Milk Company of Victoria.

The late JAMES RENDALL was a son of the late Mr. David Rendall, of Westry, Scotland. Born at Port Adelaide, South Australia, in 1856, at an early age he was taken to South Melbourne, Victoria, where he received his education at a local school. Upon the completion of his studies he was identified for a number of years with a manufacturing industry owned by one of the principal firms of the State. In 1895 he came to Western Australia as travelling representative for Messrs. Willshire & Feely, agents in Western Australia for the well-known firm of Swallow & Ariel, and continued in this service for eleven years. At the end of this period he entered the employ of Messrs. Clarke & Co., at that time agents for the Queensland Meat Company, and continued to travel in its interests up to the time of his death in August, 1912. Mr. Rendall displayed keen interest in Friendly Society work, and was a Past Chief President of the Australian Natives' Associa-

tion. For a number of years he held the position of Chairman of the United Friendly Societies' Board in Perth, and was first President of the dispensary in connection with the same united organization. He occupied a seat on the Board of Management of the Perth Public Hospital for a lengthy period and was a prominent member of the Liberal League, in which he acted upon the Executive Council. He was a Justice of the Peace and a member of the Perth Bowling Club.

JAMES CHARLES HURST BLURTON, J.P., storekeeper, Lord Street, Perth, is a son of the late Major George Blurton, of the 2nd Queen's Own Regiment, who fought in the Crimean War, the Indian



Bartletto, Perth.  
Mr. J. C. H. BLURTON.

Mutiny, and in the China War and the Kafir Rebellion. He was born at Fort Beaufort, Cape Colony, South Africa, on October 2, 1857, and at an early age was taken to England by his father, where he received his education at Boston and at St. Mark's College, Chelsea. He passed through Woolwich and Sandhurst, and subsequently joined the 14th Hussars, at a later date exchanging to the Queen's Own, of which he was paymaster for five years. Whilst attached to this regiment he spent the greater part of twelve years in India, during which time he was examiner of military accounts, and was a member of Lord Roberts' staff in the relief of Kandahar. He saw active service in the Zulu Campaign, South Africa, and

in the Boer Rebellion of 1881, with the 21st Royal Scots Fusiliers. In 1882 he retired from the service and sailed for Australia, where he practised as an accountant at Adelaide for some considerable time. In 1896 he came to Western Australia to take a position as accountant to the Great Boulder Main Reef Mine, which he held for five years. After spending two years in farming pursuits in Victoria Mr. Blurton returned to the Western State, and established himself in the storekeeping line of business on his present premises in Lord Street, where he has continued ever since. He has made himself active in public affairs, and in 1907 was appointed Justice of the Peace for Perth Magisterial District, also holding office as Postal Vote Officer for Perth and President of the Political League. He is a member of the Masonic fraternity, ranking as Past District Grand Master in the craft. His chief recreation is found in the game of bowls, and he is a member of the Perth Bowling Club. Mr. Blurton married Elizabeth, daughter of Mr. Frank Whitfield, farmer, of Shepparton, Golden Valley, Victoria, and has two daughters.

WILLIAM HENRY McCORMACK, is a son of the late Mr. Robert McCormack, of Lanarkshire, Scotland, a non-commissioned officer of the old 42nd Highland Regiment. He was born at Middlesex, England, on September 12, 1854, and received his education in the same county. Upon leaving school he was engaged in the contracting business for a number of years, in 1886 leaving the Old Country for Western Australia. At that period the colony was practically a penal settlement, and upon Mr. McCormack's arrival he became identified with bush life. By degrees he was able to purchase a horse and cart, and was the first contractor to carry goods between the various Government offices under the era of responsible Government, prior to that time the work having been done by means of prison labour. His enterprise and industry in course of time was crowned with success, and prosperity set its seal upon his various operations. He purchased a fine site in Wellington Street and erected the Perth Free Stores, which are the largest of their kind in the State, and in the course of his career has undertaken some

notable contracts, among which may be mentioned the shipping of the guns, stores, accoutrements, and ammunition for the Western Australian contingent bound for the scene of the war in South Africa. Mr. McCormack has always been a man of great public spirit, and it is



*Bartletto.* *Perth.*  
MR. WILLIAM HENRY MCCORMACK.

worthy of record that upon the first occasion that he stood for municipal honours he ran a dead heat with Dr. Haynes for the South Ward seat in the Perth Council, the latter gentleman being returned by the casting vote of the returning officer, Mr. Walter Simpson. From March, 1905, to 1909 he was a member of the Darling Ranges Roads Board, being Chairman for three years, and in 1905 he was chosen to represent his Board at the General Conference at Cue, when many important matters were discussed. He was closely identified with the Liberal movement in this State and was a practical member of the Liberal League, being also the first to suggest the formation of the Liberal Club, which has abundantly justified its existence. He held office in the League as member of the Council, and has also acted on the Recreation Board. Mr. McCormack received his commission of Justice of the Peace for Perth in 1909. He has seven sons, his wife being deceased.

GEORGE WILLIAM BURKETT, manufacturers' agent, St. George's Terrace, Perth, was born at Echuca, Victoria, on February 14,

1880, being a son of Mr. James Burkett, of that town. He received his education at the local Grammar School, where he continued until nineteen years of age, when he joined Messrs. D. Stratton & Co., Limited, in the flour-milling industry. After two years in this connection he directed his attention to Western Australia, and landing at Fremantle became connected with the firm of Messrs. Bewick, Moreing, & Co., eventually being appointed head of their purchasing department at Kalgoorlie. At a later date Mr. Burkett visited London and the Continent, and upon his return to this State spent six years as shareholder and director of J. J. Horrocks & Co., mining machinery and manufacturers' agents, of Perth. At the end



*Bartletto.* *Perth.*  
MR. GEORGE WILLIAM BURKETT.

of this period he took another trip to England, and was successful in obtaining the management in Western Australia for Messrs. Hatfield's Steel Foundry Company, Limited, of Sheffield, England, which he still successfully conducts at offices on St. George's Terrace, Perth. Mr. Burkett saw active service in the Transvaal War in South Africa in 1900-2, and holds the Queen's medal and three clasps. He is a foundation member of the Naval and Military Club, and a member of the Military Lodge, No. 15, W.A.C., in the Masonic Order. For the past six years he has served as Lieutenant of the 18th Australian Light Horse Regiment, and has only recently retired on account of pressure of business. He is a Vice-President of the South Australian Soldiers' Association, and takes a keen interest in re-

unions of that body. Mr. Burkett married in 1905 Maggie, daughter of the late William Britnall, of Perth, a Western Australian pioneer, who arrived in the State in the early forties. He has one daughter.

JOHN ROSIER SAUNDERS, clothier and mercer, Wellington Street, Perth, and at Kalgoorlie, is a son of the late Mr. E. H. Saunders, of Devon, England, where he was born on October 29, 1860. At the age of thirteen he was apprenticed to the drapery trade in his native town, and four years later became engaged with the firm of Leaf, Sons, & Co., silk merchants, of Old Change, London. He remained with this firm for upwards of three years, resigning in order to come to Australia, and arrived in Adelaide, in the Central State, in 1881. After a short stay in the capital he went to Silvertown and opened in business on his own account, and met with such success that twelve months later he extended his operations to Broken Hill, in which town he carried on a thriving drapery establishment for about eight years. Selling out at the end of that period Mr. Saunders came to Western Australia, and proceeding direct to Coolgardie began business operations in the mining city. Toward the close of the twenty-



*Bartletto.* *Perth.*  
MR. JOHN ROSIER SAUNDERS.

two years that he spent in this centre he was one of the first to realize that a period of decline was setting in after the floodtide of prosperity which had brought Coolgardie

before the notice of the world; and removing to the more recently opened goldfield of Kalgoorlie he secured suitable premises in Hannan Street, and for over fifteen years has conducted one of the best known and most popular clothing and mercery emporiums in that place. In 1910, relinquishing the management of the Kalgoorlie business to his son, Mr. R. Fox Saunders, he came to Perth and established his present concern in Wellington Street, which he has carried on ever since. Mr. Saunders devotes a portion of his leisure to the study of works of history, and finds in the perusal of these and other standard works of literature his chief recreation. He is also a lover of music and was one of the founders of the Kalgoorlie Eisteddfodd, in which he holds the position of Vice-President. Married in 1883 to Gertrude, daughter of the late Mr.

Robert Owen Fox, of Sturt Street, Adelaide, he has two sons and two daughters.

SAMUEL MAJOR, Manager for the head establishment of the Swan Meat Company, Perth, was born at Moonta, South Australia, on June 9, 1872, being a son of Mr. Ephraim Major, coachbuilder, of Yorke Peninsula, in that State. He was educated at various public schools, and when sixteen years of age served his apprenticeship to the butchering trade with the well-known firm of L. Conrad, in Adelaide. Arriving in Western Australia in 1895, he followed in the wake of the goldseekers on the fields, and for a few months relinquished trading pursuits in favour of the mining industry. Returning to his former calling he spent fifteen years in the conduct of butchering businesses at Kalgoorlie

and Boulder, and when the last concern with which he was connected fell into the hands of the Swan Meat Company Mr. Major received the appointment of Manager. In July, 1911, he was transferred to Perth to undertake the management of the firm's chief establishment in Barrack Street, and has continued to act in this capacity ever since. Mr. Major has given a great deal of time and attention to the study of improved methods in the conduct of the meat trade, and has had little time to spare for outside interests. He is, however, a prominent supporter of the Labour movement, and in his youth took a leading part in the foundation of its organization in South Australia. He is a member of the Masonic fraternity. In 1892 he married Selina Elizabeth, daughter of Mr. William Havercroft, of Ravensthorp, Western Australia, and has a son and a daughter.

## Industrial Conciliation and Arbitration.

In April, 1899, the first Western Australian Trade Union and Labour Congress sitting in Coolgardie carried as one of the clauses of its programme of industrial reform the following resolution:—"Compulsory Conciliation and Arbitration Act, for the peaceful settlement of industrial disputes, containing a provision for the enforcement of awards. The Act to be on similar lines to the New Zealand Act."

Previous to this similar resolutions in favour of the principle had been carried by numbers of unions and councils, but the above is the first official record of anything which definitely pledged the labour movement to the principle of compulsory arbitration.

Before the gold rush of 1893-98 took place Trades Unionism was a very weak force in Western Australia. Among the new arrivals from the Eastern States were many men who had been prominent in trades unionism, and their coming to the West materially strengthened the movement; in fact, to them is due its revival in this State. Very quickly following their arrival there was a demand for higher wages and better conditions of living, and as the employers were naturally loth to leave the low-wage standards which had existed during pre-rush times, industrial conflicts became more and more common. Several disastrous strikes occurred in the building trades; a bitterly-contested strike, lasting for some six weeks, took place between the Fremantle lumpers and their employers; and in January, 1900, the locomotive enginedrivers employed on the Government railways left their work for a few days. These all

tended to turn the minds of union leaders to the old problems of how to protect and improve themselves as wage-earners without resort to the method of declaring a strike.

On the goldfields, which were industrially a community apart from the coast, developments of much the same character had taken place. During the exciting days following 1892 men did not feel the need of unionism, as the wages-man, as soon as he had gathered a few pounds together, went off prospecting in the hope of securing riches. Towards 1898, however, when the mines round Kalgoorlie began to open up to greater depths, and a settled population of wage-earners upon the mines grew up, trades unionism revived, and on taking stock of their condition men found that though wages were apparently high, they were really low when the cost of commodities, particularly water, was taken into account. On the other hand, the mine manager, anxious about high mining costs, and driven by shareholders anxious for dividends, cast covetous eyes at the wages. The whole position was ripe for a period of bitter industrial strife. Old unionists, many of whom had had experience of the maritime, Broken Hill, and Newcastle strikes, saw the possibilities of the position, and turned their attention to the idea of compulsory arbitration, glowing accounts of the success of which in New Zealand had for some time been attracting attention. When the second Trades Union Congress assembled at Perth in August, 1900, the general opinion was voiced that only by such means could Western Australia escape serious

industrial trouble. In this spirit they approached the Government. The Premier, Sir John Forrest, was in one of those delicate situations which render politicians amenable to argument, even about subjects of which they do not personally approve. The party he had led for a long period was beginning to break up; a dangerous cabal had been formed, the members of which made no secret of their intentions; and it was to secure their renewed allegiance and so enable the Premier to get back into smooth water that the first Compulsory Arbitration Act was passed at the close of the year 1900. It was inoperative from the beginning. For private reasons the employers' representative left the colony, and as the three members of the Court had to sit together, nothing was done for over a year.

During 1901 trouble of a serious character was caused by a railway strike. The abnormal increase in imports resulting from the population brought by the gold rush had proved utterly beyond the capacity of the railway rolling-stock, and as a result a large quantity of material had to be dumped on a reclaimed area locally known as "The Farm." The temporary hands engaged there became dissatisfied, the members of the Railway Association made common cause with them, a strike was declared, and the whole railway service paralysed. The seriousness of this may be understood when it is mentioned that out on the gold areas—400 miles away—there were nearly 60,000 people dependent for food and water upon a single line of railway. Fortunately the strike did not last long. The point to be explained is: why was the Arbitration Court not availed of to settle this dispute? One reason—which, however, was not vital—was that a member of the Court was absent from the State, but the real stumbling-block was that by the definition of "worker" in the Act clerical workers were excluded, and as many members of the Railway Association came under that category, the Association had not been able to register under the Act, and could not therefore approach the Court. This strike, combined with continually threatening trouble on the goldfields, convinced the public that a more satisfactory Act was required, and in 1902 the whole matter was reconsidered and the present Act placed upon the Statute Book, though not without determined opposition. The fight centred principally round two proposals—one that of preference to unionists, and the other that unions should deposit with the application for registration a sum of from £50 to £200, according to membership, as security for the observance of the award. The first passed the Assembly, but was defeated in the Council; the second, which was a proposed amendment, was fortunately also lost, as it would have rendered the Act inoperative, no union being in a strong enough position to lock up its funds in that manner. In addition, it would have been tantamount to a denial of justice.

A section of the Act from which much was expected was that establishing Conciliation Boards. Experience has shown these Boards to be almost utterly useless. Their decisions were not final, as either party if dissatisfied could take the case to the Arbitration Court, and as both parties rarely were satisfied, it was soon found that reference to a Board was merely a waste of time.

One of the first disputes heard before the Court was that between the Kalgoorlie and Boulder Miners' Union and the various companies on the Golden Mile. The award was dated September 2, 1902, and it is one of the triumphs of the Arbitration Court that this award formed the basis upon which the wages of every union in Western Australia have been regulated ever since. If the most recent award in the mining industry is compared with that of 1902, and allowance made for the increased cost of living, the differences between the two will be found to be very small, proving that the members of the Court, consisting of a Judge, a plumber, and a shipping manager, after hearing the case submitted to them by a carpenter on behalf of the men and by a clerk on behalf of the companies, grasped the essentials of the mining industry so well that after ten years mining men have not been able to suggest any serious alteration.

The Act has been in operation for ten years. It is one which breaks entirely new ground. It fundamentally alters the whole relationship between employer and employé—a relationship around which endless law and custom has grown—and consequently it is an Act which inevitably demands frequent revision and alteration to meet unforeseen developments. It is extremely contentious, however, in almost every clause, and attempts to amend it or similar Acts in the various States or in the Commonwealth have been so disastrous to the political health and reputations of Ministers that politicians have grown very shy of the measure, and so it comes that an Act which, more than most, must be kept up to date if it is to be effective has gone so long unaltered. The amounts involved in the awards are very large, and in view of this fact the litigation that has arisen over the Act is not great. This comparative immunity is said by some who do not view the intervention of lawyers in industrial matters with favour to be largely due to the fact that lawyers are not allowed to practice in the Arbitration Court in Western Australia. But unfortunately lawyers were permitted to practice before the New South Wales Court, and appeal after appeal was taken to the Supreme Court and on to the High Court, and almost invariably the result had been to curtail the sphere over which the Arbitration Court may operate. These decisions, of course, affect the Western Australian Act, and the result has been that the Court has for a long time been compelled to do its best with an Act from which many important provisions have been taken away,



and to which has been added many pages of judicial speeches. To successfully find a way through a piece of legislation so cribbed and hampered would tax the ingenuity of an expert lawyer, and union representatives have found the task of piloting an industrial dispute through the Court one of constantly increasing difficulty. In fact, it may be asserted that if an employer is determined to take advantage of every possible technical objection, and employs a skilled agent, then it is practically impossible for any industrial dispute, no matter how pressing the grievance, to be carried through the Court to a definite conclusion. This has caused a great deal of adverse criticism to be levelled at the Court and its work, but the constant stream of cases shows that the principle of compulsory arbitration is not to blame. The blame must rest upon the cumbersome and highly technical procedure with which Supreme and High Court decisions have encrusted the Act. Fortunately in the great majority of cases the employers, recognizing the value of the Court as a means of settling wages and working conditions, have waived technical objections, and thus enabled an award to be expeditiously and smoothly arrived at.

Up to the date of writing 291 awards have been made by the Court, and when it is remembered that these are for periods of from one to three years, they form a truly great record of work done. Another very striking proof of the success of the work of the Court is the list of industrial agreements arrived at between employer and employé. Out of a total of seventy-one such agreements twenty-seven are marked as being founded on previous awards of the Court, simply modified at the request of one or both parties to meet altered conditions.

A critical examination of the list of agreements not founded upon awards would probably reveal that their terms and conditions owe much to preceding awards of the Court, for industries are so closely related one to another that it is not possible to set up a standard in one without materially affecting the others.

All critics of the Arbitration Act, friendly or otherwise, invariably ask what benefit the working of the Act has conferred. To answer this question statistically or in money terms is impossible. Great as has been the service to the community, the employer, and the worker by the work done and the awards issued, still greater is the service rendered by preventing industrial dislocation, and to estimate this it is necessary to have an intimate knowledge, extending over ten years, of the fluctuating prosperity of the State, of the supply and demand of labour, and, above all, of the fighting strength and spirit of the unions. On none of these points will any two observers agree. That the unions have gained by the Act is proved by the number of cases referred to. The number contested by the employers before the Court

strictly on their merits as industrial disputes is proof that the employer recognizes the Court as the best method of fixing wages and working conditions. This is also proved by the fact that should any whisper of a strike be heard, the employers are the first to demand that the matter be referred to the Court.

During the currency of the Act a number of things have occurred in contravention of its provisions. The most notable fact about them all is that after doing their utmost by means of the old weapons, and inflicting loss and hardship on all concerned, the unions have found it necessary, without the enforcement of the penalty clauses in the Act, to resort to some form of arbitration—a method of settlement open to them from the beginning. It would appear from this that the Arbitration Court is slowly getting behind it a mass of public approval and confidence which will, as time goes on, render it more and more effective and powerful in the cause of industrial peace.

There is no doubt that the public demand of the Arbitration Act a higher standard of effectiveness than they do of any other Act. Laws upon every possible subject can be, and are, ignored and evaded every day, and the public mind is not disturbed in the least. They see every year large sums voted by Parliament for the purpose of compelling compliance with the law, but so long as the law is reasonably effective everyone is satisfied. Let, however, any hitch occur in the working of the Compulsory Arbitration Act, and immediately Press and platform resound with demands from some for its repeal, and from others for its amendment. Some denounce it with extravagant condemnation, others exhaust themselves in excusing and explaining. One reason for this is that the Act and the principle involved is new, and there has not yet been sufficient time for settlement in permanent form. The question is to some extent a party one. It may be mentioned in passing that the question—shall wages and working conditions be regulated by law?—is no longer a party question in Australia. No political party dare move to repeal the machinery which has been established to do this work. The party fight is now confined to the details of the machinery and as to the forms and powers of the Court or Boards. Other reasons for the fierce light of criticism which occasionally beats upon the proceedings of the Arbitration Court is the importance of the work done, its difficulty, and the large numbers of the public who are immediately affected by any hitch in the smooth working of any industry. It is only when such a hitch occurs that the public realize the importance and difficulty of the work. In normal times any industry may approach the Court and go away with a code of wages and working conditions fixed for from one to three years, and beyond a vague idea that the Arbitration Court "fixes things," the public have little knowledge of what is done; but when

Mr. Suburbia finds some morning that he has to walk as his car is not running, he demands in a very angry voice why the Arbitration Court has not "fixed things." In the successful work he has no interest, but everyone of the few failures affects him very deeply.

When the Arbitration Court was first called into existence the limit of its activities in the minds of the public was that it was to be an institution for settling disputes and so preventing strikes. In other words, it was intended to act at that stage when negotiations between employer and employed over some existing grievance had become so acute that without the intervention of a third party there was danger of a rupture. This idea has long since been outgrown, and the Court has become an institution for the regulation of the relationships between employers and workers in all industries. From this evolutionary growth has arisen most of the

successful appeals to the Supreme and High Courts, on the ground that the Arbitration Court has exceeded its jurisdiction. The Judges have consistently endeavoured to limit the Arbitration Court to the "settlement of disputes" (Section 58). The Court in its work soon found that in a dispute which has primarily arisen over wages and hours, many details about which there was no actual dispute had to be reviewed and fixed. Once this was done, its advantages were so apparent that all unions desired similar codes, and so the dispute and its settlement ceased to be the end, and became only the means by which the Arbitration Court was enabled to lay down a complete code of wages and conditions, and to-day, when awards are nearing the time of expiry, unions and employers negotiate for their renewal in much the same spirit as the buyer and seller of any commodity do about their contracts.

### Fremantle Harbour Trust.

Under the provisions of "The Fremantle Harbour Trust Act 1902" (2<sup>o</sup> Edwardii VII., No. 17), which came into force on January 1, 1903, power was conferred upon five Commissioners, to be a body corporate, with common seal, and power to hold land, and perpetual succession, and to be called the Fremantle Harbour Trust Commissioners, who were to be appointed by the Governor and hold office for a term of three years, to exercise exclusive control of Fremantle Harbour, undertake the maintenance and preservation of property vested in them under the Act, and provide such facilities and charges as may be most expedient for the trade of the port.

The Act vests in the Commissioners all lands of the Crown, harbour lights and beacons (excepting the lighthouses on Rottnest Island and at Woodman's Point), wharves, docks, landing stages, piers, jetties, wharf sheds, and railways belonging to the Government, lying

within the boundaries of the harbour, and, in addition, such other property as may be acquired by them or may be vested in them for the purposes of the Act; a schedule of all these properties to be made by the Government

and the value determined and charged against the Commissioners. All dues, etc., collected by the Commissioners are to be paid into the Treasury to the credit of an account, to be called the "Fremantle Harbour Trust Account," which is to be annually charged with all fees, salaries, wages, and other expenditure paid or incurred by the Commissioners, the balance,

subject to certain conditions, being carried to the Consolidated Revenue Fund, to be used by the Government in payment of interest on capital cost and sinking fund.

The Commissioners are further empowered to make regulations for the various purposes specified in the Act.



Photo by C. E. Farr.

ROYAL MAIL STEAMERS "MOOLTAN" AND "OSTERLEY" (DEPARTING) IN FREMANTLE HARBOUR.

By Order-in-Council, dated January 7, 1903, the Honourable the Colonial Secretary was appointed to be the Minister to administer the Act, the Honourable R. Laurie, M.L.C., Messrs. A. G. Leeds, C. Hudson, A. Sandover, and T. Coombe being at the same time appointed Trust Commissioners, the firstnamed to be Chairman of the Commission, and Mr. F. Stevens receiving his appointment of Secretary.

The first regulations made by the Trust were approved of by the Governor-in-Council on July 24, and gazetted on August 13, 1903. The following officers of the Trust were therein enumerated:—A Secretary, an Accountant, the Engineer-in-Chief as Consulting Engineer, the Harbourmaster, the Deputy-Harbourmaster and Surveyor, an Engineer Inspector, and a Wharf Manager and Berthing Master. The regulations provide for the "Conduct of Business," "Control and Guidance of Officers appointed by the Commissioners, and the Time and Mode of Accounting by Officers for Moneys coming into their Hands," "Management and Conduct of Business at Meetings of the Commissioners," "Payment of Revenue," "Contracts," "Signals," "Harbour Dues," "Pilotage and Charges therefor," "Exemption Certificates," "Exemption Flag," "Tonnage Dues," "Berthing Dues," "Wharfage," "Special Rates," "Navigation," "Berthing," "Vessels in Port," "Handling of Cargo," "Explosives and Other Dangerous Materials," "Licensing of Vessels and Boats," "Watermen and Boatmen," "Baggage Porters," etc.

These regulations have been altered, amended, and varied from time to time as the development of the port required.

The Act itself was amended in 1906 by 6 Edw. VII., No. 35, giving extended powers to the Commissioners and at the same time enabling them to make regulations governing matters not foreseen at the time of passing the principal Act. The two Acts were then consolidated, and no further alteration was made until 1911, when by 1 Geo. V., No. 25, the Commissioners were empowered to appoint special constables within the limits of the harbour and also to make regulations for the removal and storage of goods.

One of the first matters taken in hand by the Trust on its appointment was the reorganization of the Pilot Service, and on August 1, 1903, the sea-pilot station on Rottnest Island was abolished, and arrangements were made for the whole service to be worked from the port of Fremantle, it being proved that the situation of the pilot station on the island was liable to tempt vessels to approach it too closely looking for a pilot, and so get into dangerous water. By the new system the passage into Gage Roads, South of Rottnest, was closed to all vessels whose masters do not hold exemption certificates. In rounding Rottnest vessels are, on no pretence whatever, to approach nearer than three miles to the island,

but are to always keep in clear open water, with sufficient sea room to work in.

Other matters were then dealt with, such as the licensing of boats, proper shed accommodation, facilities for handling cargo and the conditions under which such handling should be carried out, harbour lights, wharf cranes, and the many other details necessary to secure smoothness of working and efficient control.

The wharves are now equipped with nine large sheds and rails, and cargo destined for inland is loaded direct on to the railway waggons at the ships slings, and consigned from the wharves to destination. Steam and electric gantry cranes and wharf capstans are in operation. Electric light is installed throughout. Large grain sheds equipped with electric elevators and conveyors are now in operation to deal with the rapidly increasing export of wheat. Portable electric elevators are also in use. Wharfage rates are 5s. 9d. and 6s. on some special lines, 2s. 9d. or 3s. per ton on general cargo, with lower rates on special lines. Handling charges vary from 1s. 6d. per ton to 3d. per ton on some bulk lines. A harbour improvement rate of 6d. per ton on cargo discharged at the port is also charged.

Tonnage of cargo dealt with at the port for year ending June 30, 1911, has been as follows:—General. 379,400 tons; gold, 1,162 boxes; frozen meat, 21,952 carcasses; live stock, 188,883 head; wool and skins, 75,392 bales; number of hides, 29,069.

Tonnage dues collected by the Harbour Trust:—All foreign-going vessels, 3d. per ton inwards and 3d. per ton outwards; if cargo in or out is in excess of one-fourth of net registered tonnage, then net registered tonnage is taken, but if cargo is less than one-fourth of net registered tonnage, then tonnage of cargo is taken. Inter-State and coastal vessels pay from 2d. downwards per ton on their net registered tonnage. A vessel part loading at Fremantle and completing at another Western Australian port, or *vice versa*, is charged on the tonnage of cargo shipped at Fremantle. Vessels calling for coal supplies, orders, or in distress, and not broaching cargo, or landing or shipping passengers, pay a maximum sum of £5 per entry into the port to cover all port dues whatsoever, including pilotage.

Berthing dues at inner harbour wharves:—All ocean-going steamers, 2d. per ton on the first 2,400 tons cargo landed or shipped, 1d. per ton on balance (minimum, £3); coasters up to 200 tons register, 2d. per ton on cargo landed or shipped (minimum, 5s.); all other vessels, 2d. per ton on the first 2,400 tons cargo landed or shipped, 1d. per ton on balance (minimum, £3). Vessels using moorings are charged same rates as if occupying berths at wharves. Vessels loading grain pay special berthing dues of  $\frac{1}{4}$ d. per day of twenty-four hours per ton of their net register for the first six days, and thereafter  $\frac{1}{4}$ d. per ton per day of twenty-four hours.

Vessels can obtain coal, water, and all other supplies at low rates, and steam tugs are available. Correct time is given daily by means of time-ball and gun. Depth of water in inner harbour and at wharves, 30 feet below dead low water, which means 33 feet on an average.

The present Harbour Trust Commissioners are:—Messrs. James Thompson, B.E., M.I.C.E. (chairman), E. Allnutt, A. M. Oliphant, J. H. G. Taylor, and Captain C. J. Irvine. The officers of the Trust are as follows:—Secretary, F. W. B. Stevens; accountant, S. S. Glyde, A.I.A., W.A.; consulting engineer, Jas. Thompson, M.Inst. C.E.; harbourmaster, Captain C. J. Irvine; deputy harbourmaster, surveyor, and chief pilot, Captain J. F. Morrison; wharf manager and berthingmaster, Captain Alex. Cleary.

ERNEST ALLNUTT, J.P., Commissioner of the Harbour Trust and Managing Director of the firm of D. & J. Fowler, Limited, is a son of the late Mr. Samuel Lea Allnutt, of Victoria, and was born at Hamilton, in the western district of Victoria, on June 23, 1865. He received his education at the Scotch College, Melbourne, and subsequently attended a similar institution at Geelong, completing his scholastic career at the age of seventeen. He then entered upon a commercial career, joining the staff of Messrs. D. & J. Fowler, Adelaide, in the clerical department, and during a period of thirty years' service became closely acquainted with the workings of all branches of the firm's operations. Promotion was steadily accorded him from time to time, and in 1898 he was admitted as a partner in the firm soon after his arrival in Western Australia. Eighteen months later, when the business was floated into a Company, Mr. Allnutt was appointed a Director of the Company, and has continued to control the affairs of the house in this State ever since. He occupies various public offices, having held a commission of Justice of the Peace since 1902, and in 1905 was appointed by the Government to the position of Commissioner of the Harbour Trust, discharging the duties of chairman for six months during the absence of the elected officer, Mr. Leeds, in England. He is a member of the Fremantle Chamber of Commerce, and filled the position of President of that body in the years 1903-4-5; is Chairman of Directors of the local Board of the Alliance Assurance Company, and Chairman of Directors of the Western Australian Shipping Association, Limited, a power-

ful body in the State. He is also a member of the Committee appointed by the Government to fix the pure foods standard for Western Australia. In church matters Mr. Allnutt has taken a prominent part, and is a member of the Church Council of the Anglican denomination, of which he is a member. He was recently elected a member of the Dean



Bartletto, Perth.  
MR. ERNEST ALLNUTT.

and Chapter of the Cathedral of Perth, and holds the Bishop's licence of diocesan lay reader for Western Australia. Golf is the special form of recreation indulged in by Mr. Allnutt, and he is at present Captain of the Fremantle Golf Club, of which he was a foundation-member. He is also a member of the Western Australian Automobile Club, the Weld Club, and of the Fremantle and Commercial Travellers' Clubs of Western Australia. In 1893 he mar-

The total amount debited to capital account of the harbour on June 30, 1911, was £1,477,468; the gross earnings for the year were £177,433, showing a surplus of £123,258 over working expenses, and of £56,772 over working expenses, interest, and sinking fund. The number of vessels using the port was 726 and the net register tonnage 2,012,536 tons.

The imports and exports for the half-year ending December 31, 1911, were 445,220 tons, as against 344,100 tons for the corresponding period of the previous year.

These totals give some idea of the trade of the principal port of Western Australia, and from them we are in a measure enabled to estimate the magnitude of the operations of the Trust.

ried Marion Anderson, daughter of the late Mr. George Swan Fowler, one of the founders of the business of Messrs. D. & J. Fowler, and has four daughters.

JOHN HENRY GEORGE TAYLOR, Harbour Trust Commissioner, was born at London on July 23, 1873. At the close of his scholastic career he entered upon marine pursuits, and subsequently made many voyages, practically to all parts of the globe. In 1896 he settled at Fremantle and occupied himself with shipping interests on the wharves. During the earlier years of his career Mr. Taylor was identified with the Seamen's Union, and after his arrival in Western Australia he became a member of the Fremantle Lumpers' Union, of which body he afterwards became President. He was also President of the Fremantle Branch of the Australian Labour Council for two years. In 1912 Mr. Taylor was elected by his Society as workers' representative on the Fremantle Harbour Trust, and has acted in this capacity ever since. He has occupied a seat in the East Fremantle Municipal Chamber for four years, having first been returned as councillor for West Ward in 1908.

HENRY GELL BARKER, Commissioner of the Fremantle Harbour Trust (1908-1912), was born at Old Aberdeen, Scotland, in 1864. He is a son of Mr. Henry M. Barker, LL.D., late of that city and now of Banchory, and received his scholastic training at Chanonry School, Old Aberdeen, and the High School of Glasgow. At the age of seventeen he entered as junior clerk the well-

known firm of Berry, Barclay, and Co., grain merchants, of Glasgow and London, and three years later came to Australia as Secretary to the then General Manager of the Orient Line of Steamships. After spending six years with that company and three years with Messrs. McLlwraith, McEacharn, & Co., Mr. Barker took a trip to England, and upon his return in 1893 took up his residence in Western Australia. He in 1894 floated, and for some years afterwards managed, the Swan River Shipping Company, and on his resigning in 1900 from that concern commenced business on his own account under the style of H. G. Barker & Co., Ship and Insurance Brokers, at St. George's Terrace, Perth, where his firm is still established. Mr. Barker occupied a seat on the Fire Brigades Board for two years as representative of the Fire Insurance Companies. In 1908 he was appointed to a seat on the Harbour Trust as the nominee of the Chamber of Mines. He is a member of the Weld Club and is one of the founders of the Perth Golf Club. In 1903 he married a daughter of the late Dr. H. Ferguson, of Glenelg, South Australia.

CHARLES HUDSON, who for several years was a member of the Fremantle Harbour Trust, is a son of the late Mr. William Hudson, mer-



*Bartletto, Perth.*  
MR. CHARLES HUDSON.

chant, of Burra, South Australia. Born at Adelaide on February 24, 1865, he was educated during his early years in his native town, sub-

sequently attending Whinham College, North Adelaide. Leaving this institution at the age of sixteen he entered upon a commercial career in the Central State, which extended over three years, and in 1884 came to Western Australia, where he joined the firm of William Sandover, hardware merchants, of Hay Street. Mr. Hudson spent eighteen years with this well-known firm, being admitted as a partner in 1890. In 1901 he retired from the connection and established himself in insurance business at Fremantle, where he still carries on, in addition to his local operations being representative for various pastoral and other firms in the Nor.-West. He is Manager of the Fremantle Branch of the Commercial Union Assurance Company and local director of the A.M.P. Society, and for about twelve years was connected with the Marine Underwriters' Association, during the whole of which period he acted on the Committee and for four years occupied the Chair. He received his appointment on the Harbour Trust as one of the original Commissioners, being nominated by the Fremantle Chamber of Commerce in 1903. In 1906 he retired for some time and was reappointed by the Government in 1907, holding the seat until 1912, in which year the Trust was reconstructed. For some considerable time Mr. Hudson served on the Hospital Committee. He is a member of the Royal Agricultural Society and is connected with the Fremantle and Commercial Travellers' Club. He is interested in both of the time-honoured games of bowls and golf, and is a member of the local clubs, being patron of the Fremantle Bowling Club. He married Elizabeth, daughter of the late Mr. John Snook, of Fremantle, and has a family of three sons and two daughters.

Captain CHARLES JAMES IRVINE, chief Harbourmaster for the State of Western Australia and member of the Fremantle Harbour Trust, is a son of the late Mr. Charles James Irvine, of Launceston, Tasmania, where the subject of our review was born on June 21, 1857. He was educated at the Church of England Grammar School, and at the age of seventeen went to sea as apprentice in the ship "Loch Ness," of the Glasgow Shipping Company, in which vessel he completed his indentures and served successively as

third and second mate. After about nine months as chief officer of the steamer "Adeline Sholl," trading between England and the various Continental ports, he returned to Australia and joined the barque



*Bartletto, Perth.*  
CAPTAIN CHARLES JAMES IRVINE.

"Kassa" as mate, trading in her on the China coast for about one and a half years. He was then offered the post of mate on the "Rob Roy" by the Melbourne shipping firm of Anderson, Marshall, & Lilly, and when at about 1883 this Company sold out its interests to the Adelaide Steamship Company he transferred his services to the latter firm. During the nine years of his connection with this Company he was successively master of the "Otway," the "Flinders," the "Lubra," the "Ferret," the "Perth," the "Rob Roy," and the "Albany," and ultimately resigned in order to join the Western Australian pilot service at Albany. Seven years later he was transferred to Fremantle to fill the position of Assistant Harbourmaster, and upon the retirement of Captain C. R. Russell, the then Chief Harbourmaster, resident at Fremantle, Captain Irvine received the appointment to his present position. His duties include the supervision of all the lighthouses on the Western Australian coast and the control of all the outports with the exception of Fremantle and Bunbury. He also holds the position of Royal Naval Registrar and Lieutenant in the Australian Naval Reserve, and is one of the best-known figures in shipping circles in the State. Captain Irvine is President of the Fre-

mantle Swimming Club and has always taken a keen interest in yachting matters. A member of the Fremantle Golf Club, he is frequently to be seen on the links enjoying the healthy recreation afforded by that ancient sport. In 1887 he married Flora M., daughter of the late Mr. H. J. Yelverton, of Quindalup, Western Australia, and has a son and a daughter.

**Captain JOHN FRANCIS MORRISON**, Deputy-Harbourmaster, Chief Pilot and Surveyor to the Fremantle Boat Licensing Board, Inspector of Shipping and Shipwright's Surveyor under the Navigation Act, Western Australia, was born at Hobart, Tasmania, on February 12, 1858, being a son of the late Mr. James Alexander Morrison, of that town. He was educated at the High School, now Christ College, in his native city, and when approaching fifteen years of age joined, as apprentice, the ship "Wagoola," of London, in which he sailed for five years, completing his apprenticeship in 1877. Having obtained his second mate's certificate he returned to Australia in the "Cairnburg," Aberdeen line, and after enjoying a well-earned holiday at Melbourne joined the barque "Nardoo" in 1878. Nearly two years passed in a trip to China, Japan, and adjacent ports before the return voyage was made



*Bartletto,* *Perth.*  
CAPTAIN JOHN FRANCIS MORRISON.

to Victoria, when, arriving again on Australian soil, Mr. Morrison took his certificate as first mate and made a second trip in the "Nardoo" as

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first officer. In 1882 he obtained his master's certificate, and after a year, during which he shipped as mate in the Currie line, he rejoined the sailing vessel "Nardoo" this time taking command, and for three years traded in her in the Southern Hemisphere. Abandoning the sailing craft, he then took a position as second officer on board the steamer "Nemesis," and after augmenting his experience on various steamboats accepted the position of master of the S.S. "Lubra," of the Adelaide Steamship Company, by whom afterwards he was transferred to different ships engaged in the coastal trade until 1897, when he joined the Harbour and Lights Department at Fremantle as master of the Government steamer "Penguin." Subsequently, in 1900, he was offered his present position in the pilot service, and in 1905 he also obtained the appointments of Deputy-Harbourmaster, Inspector of Shipping, etc., which he holds in conjunction with that of Chief Pilot. Outside of his professional duties he indulges in the hobby of amateur carpentry, in which he excels, varying this form of exercise by an occasional hour on the bowling green. In 1881 he married a daughter of the late Mr. Thomas Wise, of Hobart, and has two sons surviving.

**Captain ALEXANDER CLEARY**, Wharf Manager and Berthingmaster, Harbour Trust, Fremantle, is an Irishman by birth, having been born near the City of Dublin, Ireland, on January 13, 1854, and is a son of the late Mr. J. M. Cleary, of Melbourne, Victoria. Part of his early youth was spent in his native place, and subsequently he removed with his father to Plymouth, England, whence at the age of fourteen he went to sea. Serving his apprenticeship in the sailing vessel "Statesman" and other vessels engaged in the coasting and West Indian trade, upon its completion he continued with the Company for over fifteen years, during which time he rose through the various offices from midshipman to master, in 1880 receiving his first permanent command on board the S.S. "Rosella," having previously served a few months on other steamships in order to gain the experience required when transferring from sailing vessels to steamers. He continued in the command of this and other vessels for the same Company—Messrs. J. H. Berry

and Co., of Witty, Yorkshire—during seven years, until 1877, when he joined in commercial enterprise with his father, who had settled in Melbourne. Sharing in the general loss resultant upon the land boom in



*Bartletto,* *Perth.*  
CAPTAIN ALEXANDER CLEARY.

Victoria Captain Cleary relinquished his business interests and returned to a seafaring life, entering the service of Messrs. McIlwraith, McEacharn, and Co. as second officer on board the S.S. "Federal." Within two years he was again promoted to a command, and continued as master of various vessels in this Company's fleet during the ensuing ten years. In 1900 he was appointed by the Western Australian Government Pilot-in-Charge of Rottnest Pilot Station, and carried out the duties in connection with this appointment until the station was abolished upon the amalgamation of the pilot services when the Harbour Trust was formed, whereupon he was transferred to Fremantle and remained in the Pilot Service until June 30, 1910, on which date he entered upon his present appointment, having been chosen by the Fremantle Harbour Trust out of over 200 applicants for the position. He married in 1895 Amy, daughter of the late Mr. Edward Atkinson, of Beechworth, Victoria.

**FRANK WILLIAM BUCK STEVENS**, Secretary to the Harbour Trust at Fremantle, is a native of Wellington, New Zealand, where he was born on December 16, 1867. He is a son of the late Mr.

Francis Stevens, who was for many years prominently associated with the Civil Service of the Dominion. Educated at the Wellington College in the country of his birth, at the age of seventeen years the subject of our memoir became a law clerk in the firm of Messrs. Chapman and Fitzgerald, barristers and solicitors,



Bartletto, Perth.  
MR. F. W. B. STEVENS.

of Wellington. Having spent five years with this firm he relinquished the idea of entering the legal profession and instead adopted the career of a journalist, becoming attached to the staff of *The Evening Press* newspaper in the same town. Early in 1892 he was offered and accepted the post of private secretary to that engineering genius—the late Mr. C. Y. O'Connor, elsewhere referred to in this volume—and came to Western Australia to take up his new duties. It was about this time that the late gentleman assumed the appointment as Engineer-in-Chief and General Manager of Railways under the then new conditions of responsible government which had been granted to the colony of Western Australia in 1891, and for the ensuing ten years Mr. Stevens acquired a vast and useful knowledge of the extensive Public Works then being carried out in various parts of the State. With his chief he visited London to assist the Board of Engineering Experts specially created to investigate the final arrangements to be adopted in connection with the contemplated construction of the goldfields water supply scheme, a great undertaking which, as the world has long since

known, was brought to a very successful issue. During the years of his residence in the Western State Mr. Stevens had become a well-known figure in the community, and with the creation of the first Harbour Trust in the State, at Fremantle in 1903, he was selected as its chief executive officer, and upon his shoulders fell the brunt of the work of organizing and administering the new departure. In the performance of these duties the experience gained in the engineering branch of the Government Service stood him in good stead, and with this substantial basis to work upon it is not surprising that his efforts have been attended with great success. Not being content continually to remain in the one groove, Mr. Stevens has paid visits to the Eastern States of Australia and to the Old World, and from observations gathered on these trips he keeps the shipping facilities of Fremantle well abreast of the requirements of this ever-expanding and important depot. As the permanent head of the Harbour Trust the whole of the work of handling the immense quantities of goods landed and shipped at the wharves naturally devolves on his hands, and the systematic way in which the whole work is expeditiously dealt with is a tribute to his powers of organization, and has brought the port of Fremantle into a very high position in any comparison made with other ports of the world. When he is able to dissociate himself from his onerous duties Mr. Stevens derives pleasure from the pursuit of yachting and boating, and has, with Mr. Justice Burnside, an interest in the beautiful "Genesta," the finest yacht on the Swan River. His marriage took place in 1899, when he was united to a daughter of the late Mr. Henry Everall, a prominent figure in mercantile circles at Shanghai, in the Chinese Empire. He has a son and a daughter.

SAMUEL STEDMAN GLYDE, A.I.A., W.A., was born at Norwood, South Australia, on December 3, 1872. He was educated at Prince Alfred College, and gained his first experience of commercial life in the Adelaide office of the National Mutual Life Assurance Company. About the year 1891 Mr. Glyde proceeded to Mildura, on the River Murray, where he set to work to master the various industries of the settle-

ment. Three years later he became secretary to the Mildura Fruit-growers' Association, relinquishing the post in 1897 in order to come to Western Australia. Subsequent to his arrival in this State he spent four and a half years as accountant to Messrs. Gordon & Gotch, during a portion of that time filling the position of joint manager for Western Australia. In 1901 he accepted the management of Stirling Brothers and Co., Limited, and remained with them for two years, when a change of ownership took place, and Mr. Glyde severed his connection with the firm. On the formation of the Harbour Trust at Fremantle in 1903 he was appointed accountant to the new body, a position he still continues to hold. He is an Associate of the Institute of Accountants of Western Australia, having gained his diploma in 1907, and with it the Dicksee prize, looked upon as the blue ribbon of the accountancy profession. Since 1909 he has been lecturer in advanced accountancy at the Perth Technical School. Mr. Glyde has a 1,000-acre plot at Three Springs, which is principally devoted to the growing of cereals. He married in 1896, and has two sons and one daughter.

JAMES JOHN STRATFORD, Officer in Charge, Harbour Trust Office, Perth, is a son of the late Mr. John Edmund Stratford, of



Bartletto, Perth.  
MR. JAMES JOHN STRATFORD.

Great Yarmouth, Norfolk, England, where he was born on January 27, 1859. While still a lad at one of the public schools in his native

town he turned his attention toward teaching as a profession, but at the age of sixteen relinquished the idea and went to sea, trading on the coast and to the Continent, afterwards joining the deep-sea barque "Gar-nock" trading to Queensland. Arrived at Queensland in 1877, he left the ship and engaged in farm and dairy work for twelve months, then joining the "Corea," one of Padbury and Lamb's boats, gained his first experience in the Australian coastal trade. A year or two later he sailed for San Francisco in the mail steamer "Zealandia," and after continuing in this ship for some twelve months returned to the coastal trade of Australia, joining the Richmond River Steam Navigation Company,

and afterwards was identified with the old Australian Steam Navigation Company (now known as the A.U.S.N. Company) and the Howard Smith line in various departments of the service. In 1880 he went to England in the "Sorata" and there joined the P. and O. Company, remaining in the latter employ for about five years. Settling in New South Wales in 1886 Mr. Stratford filled a position for a time with the contractors for the underground sewerage works in Sydney, after which he came to Western Australia in 1891 and joined the Railways Department, doing the clerical work in connection with the shipping industry at Fremantle. Upon the creation of the

Fremantle Harbour Trust in 1903 he was transferred from the Railways Department to the Fremantle Harbour Trust and appointed to the dual position of wharf manager and berthingmaster, which he filled until the following year, when the introduction of the handling of cargo made the holding of the two positions an impossibility, and that of berthingmaster was handed over to Captain Morrison. Mr. Stratford continued as wharf manager until June, 1910, when he was transferred to his present appointment at Bazaar Terrace, Perth. In the year 1886 he was married in Sydney to Annie, daughter of the late Mr. John Kimber, of Otford, Kent, England.

### Bunbury Harbour Trust.

The extensive harbour works at Bunbury, now under the control of the Bunbury Harbour Trust, are sufficient evidence that the policy of centralization so studiously adhered to by some of the Eastern States finds no counterpart in the policy of the Government of Western Australia.

When harbour works at Bunbury were first proposed the late Engineer-in-Chief, Mr. C. Y. O'Connor, M.Inst. C.E., C.M.G., prepared alternative designs for them as follows:—1. For an inner harbour, similar in conception to that being constructed at Fremantle, with two ocean moles, and an entrance to Leschenault Estuary at the embouchure of the Preston River, estimated cost £430,000. 2. For a mole reaching out from Casuarina Point for a length of 3,000 ft. to shelter, to some extent, the existing anchorage; estimated cost £100,000. The latter alternative was adopted.

The work was commenced on April 27, 1897, when the first load of stone was tipped into the sea at the root of the breakwater, the ceremony being performed by the then Premier, Sir John Forrest, K.C.M.G.

The scheme, so far, is comprised in the construction of a mole running out into the ocean from Casuarina Point in a north-north-easterly direction, thus partly enclosing Koombana Bay, and, to some extent, protecting the shipping from the force of the west to north-west gales.

The mole is of the "Pierres Perdues" type, and follows generally along a curve of about half a mile radius. Its foundation for the whole distance is bare rock, the mole reaching, in 21 feet of water, a length of 3,200 feet.

The total expenditure on this main portion of the Bunbury harbour works scheme has been £116,705.

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The main jetty is constructed of timber, and consists of a neck or viaduct 1,900 feet long, running from the shore in a north-easterly direction to a head about 2,000 feet long, running north and south. The head affords berthage for two steamers and three sailers on the east and two steamers and three sailers on the west side, the depth of water at low tide ranging from 15 to 20 feet. A viaduct 2,500 feet long, partly in stone and partly in timber, connects the lines on the jetty head with the main railway system of the State. With the exception of northerly gales the jetty is protected from all weather.

Further extension of the works has been in abeyance for some few years, the question as to whether the outer harbour shall be further developed, or whether works for an inner harbour should be instituted having been the subject of not a little controversy. It is expected, however, that in the forthcoming year a decision will be come to, and that additional works will thereupon be undertaken.

In 1909 the Bunbury Harbour Trust Act was passed under which five Commissioners were appointed by the Governor-in-Council to control all matters relating to the harbour and its appurtenances. The powers conferred upon the Trust were much the same as those conferred upon the similar body at Fremantle.

The first Commissioners, appointed on the proclamation of the Act in May, 1909, were Messrs. H. M. Beigel (chairman), W. Balston, J. Bolden, F. W. Roberts, and F. W. Steele, with Mr. D. G. Humphries as secretary. In October, 1910, Mr. Beigel resigned from membership and Mr. F. W. Steere was appointed as chairman, the vacancy on the Board being filled in March, 1911, by the appointment of Captain J. G. Dodds.



Regulations were issued in November, 1909, and with slight alterations made during the following year have been found to work satisfactorily.

The trade returns published in the second annual report issued in September, 1911, show that the number of vessels using the port during the year was 165, of a net registered tonnage of 318,248, being a slight decrease on the figures of the previous year. The total loads shipped, consisting principally of timber and coal, amounted to 199,965, representing 356,010 tons.

Indications point towards a great development in the south-western portion of the State, the natural outlet for which is Bunbury. How deeply this fact is impressing itself on the Trust may be seen from the following extract from its annual report:—"During the year the need of extensive harbour improvements has

an enhanced shipping cost to the producer. The Board realizes that the undertaking will be of an expensive nature, but feels assured of its ability to find the necessary interest, sinking, and replacement funds on the works. The present sea jetty has answered its purpose in demonstrating the importance of this port to the State. It is also an indisputable fact that in five to seven years about 1,000 feet of the older portion of the jetty will have to be renewed, at an estimated cost of £50,000. In view of this contingency and the increasing export, the Board feels that the time has now arrived when the exigencies of trade demand considerably improved facilities, recognizing that the proper development of this part of the State and the hinterland adjacent thereto is absolutely dependent upon a thoroughly up-to-date harbour equipped with the neces-

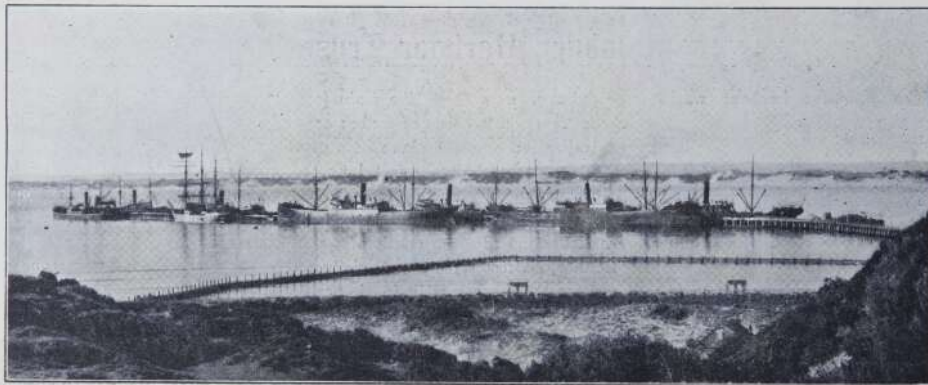


Photo by W. J. Ford.

THE HARBOUR AT BUNBURY.

been forced upon the members. The question of future trade was fully considered by the Board, who arrived at the decision that in five years hence the Board will require to make provision to cope with the following additional annual trade:—70,000 tons coal, 30,000 tons wheat, 60,000 cases fruit, to say nothing of increases in imports and other directions. The above quantities will further, after that period, be of a yearly increasing nature. The jetty at the present time is usually taxed to its utmost capacity, so that it will be impossible to deal with the additional trade named unless considerable extra wharfage space, as well as more extensive facilities, are provided. It is recognized that any further extension of the present jetty is out of the question, so that an entirely new scheme will have to be evolved, which must of necessity provide for shed accommodation right alongside the ship, as it is quite impossible to handle an export produce trade by any other means except at

sary appliances to cope expeditiously and cheaply with the mineral and agricultural wealth of the district. The requirements of the Board have been placed before the Government, and it feels assured that its requests will receive the favourable consideration that their importance merits."

The question referred to as a "new scheme" refers to that of a commodious harbour within the estuary, where ample accommodation for shipping could be secured. Trial borings have shown that this would not be so easy of achievement as was at first expected, as the rock bottom is reached before sufficient depth could be secured in the canal cutting between the estuary and the sea. Whatever means may be ultimately adopted, it is evident to all with a knowledge of the port and of the possibilities of the immense district behind it that in the near future extensive additional accommodation will be required.

**FREDERICK WALTER STEERE**, Chairman of the Bunbury Harbour Board, was born in 1867, and educated at the Hope House School, Richmond. He was articled to the architectural profession under



*Ford.* *Bunbury.*

**MR. FREDERICK WALTER STEERE.**

his father, with whom he continued until his departure for Australia in 1888. After about nine months at Sydney he proceeded to Queensland, where he was identified with station life for three years. Subsequently he was attracted to Victoria, and spent a period in Melbourne, leaving for the Western State in 1898. In 1901 Mr. Steere established himself in business on his own account, and since that period has been responsible for the designs of many important buildings. Mr. Steere has always taken a very active part in municipal and social affairs, and has served the ratepayers as councillor for some years, twice holding office as Mayor. While on the committee of the old Mechanics' Institute, he was instrumental in transferring that property to the municipal council and establishing the first municipalized free public library in Western Australia. For the past two years he has occupied the office of Chairman of the Bunbury Harbour Board. He is a Justice of the Peace for the district, and in the past filled the post of Secretary to the Chamber of Commerce, being a member of the committee of that body. He holds the rank of First Lieutenant in the Military Forces, and has charge of the Senior Cadet Corps. In the year 1892 Mr. Steere married a daughter of

Mr. Alfred Wells, of England, and has a family of five sons and a daughter.

Captain **JOHN GEORGE ABRAHAMSON**, Harbourmaster, Bunbury, was born on March 9, 1848, and is a son of Captain John Abrahamson, of London. He was educated at Montrose Academy, Scotland, and being apprenticed to marine pursuits became connected with the Pow and Faucus line of vessels of North Shields, in which he was apprenticed for six years. He passed his first examination in 1866 in London and sailed as second mate in the "John C. Munro," of London. In 1869 he took his first mate's certificate in London, qualifying as



*Ford.* *Bunbury.*

**CAPTAIN JOHN GEORGE ABRAHAMSON.**

master in 1873 in London. Captain Abrahamson had command of one of the Oliver Wilson, also Trinder Anderson, line of ships, and was engaged in the early immigration trade between London and Western Australia in command of sailing vessels. From 1888 onward for many years he was associated with the Nor'-West trade, while in command of the "Australind" plying between Fremantle and Singapore, *via* the north-western ports of this State, prior to taking the Australian coastal commands being connected with the China, Japan, African, and Black Sea trade. In 1891 he joined the service as pilot at Rottneest, and from 1894 to 1900 occupied the post of pilot in charge of the station at that island. In the latter year he received his present appointment of

harbourmaster at Bunbury, and he has the distinction of being the second senior officer in the service, Captain Irvine having a priority of three months. Many improvements have been made during Captain Abrahamson's occupation of the position of harbourmaster, the jetty alone having been extended five times since the time of his appointment. Originally it was only 750 ft. in length, drawing 16 ft. of water, while at the present time it is 3,536 ft. long, with 2,220 ft. of berthing space, and at the outer end has a depth of 27 ft. of water. Captain Abrahamson is a member of the Town Bowling Club and an enthusiastic chess and bridge player. He married Mary Ann, daughter of Mr. T. H. Higgins, of London, and has a surviving family of three daughters and a son.

**DOUGLAS GUY HUMPHRIES**, Secretary of Bunbury Harbour Board, is a son of the late Mr. George Guy Humphries, and was born at Lewisham, Kent, England, on September 24, 1873. He acquired his scholastic training at Purley, Surrey, and upon leaving school entered a shipping office in London, where he remained for two and a half years. Subsequently he proceeded to Germany and con-



*Ford.* *Bunbury.*

**MR. DOUGLAS GUY HUMPHRIES.**

siderably enlarged his experience in shipping at Hamburg, Antwerp, and Rotterdam. Having spent five and a half years on the Continent

he took a trip to London, and in 1896 booked his passage to Western Australia. After some connection with the shipping at Fremantle Mr. Humphries was identified with life on the goldfields for a short time, but being obliged for private business reasons to take a trip to England at the end of 1897, upon his return he accepted a position in the Jarrah Timber and Wood Paving Corporation at Bunbury, and ultimately was appointed Manager and shipping agent for that Company. He continued to fill this position until the post of Secretary and accountant to Beigel's Brewery

fell vacant, for which he was the successful applicant and acted in this capacity for some little time. Upon the formation of the Bunbury Harbour Board he entered upon the duties of his present appointment in August, 1909. Mr. Humphries has taken a prominent part in the founding and subsequent proceedings of the Shipping Association of Bunbury, in which he held the position of Vice-President for some years. This Association played an important part in the accomplishment of alterations and additions to the Harbour which are recognized as being a great improvement to the former

facilities. For some years Mr. Humphries filled the position of auditor to the Bunbury Municipal Council. He is a member of the Masonic fraternity and has held various important offices in the Bunbury Lodge and Grand Lodge. An enthusiast in yachting pursuits, he is one of the original members of the Bunbury Club, and has also given a good deal of time to lacrosse, but he finds his chief diversion at the present time in gardening. He married Daisy, daughter of the late Mr. George Teede, of Bunbury, and has a family of two sons and one daughter.

## Shipping.

Maritime interests must always constitute a very important factor in the interests of Western Australia, partly because of its geographical position and length of coastline and partly because it must in time grow to be a large exporter of the results of primary industry. Even when the colony was founded in 1829 agriculture and wool were looked to as possibilities in working up a lucrative export trade, and when timber, pearlshell, guano, gold, and other metals were added, Western Australia became a country worth the while of ships seeking cargo to visit.

During the very early years the infant colony, far from being an exporter, was unable to supply its own needs in wheat, flour, and other products of agriculture, and consequently whatever shipping called at Fremantle did so because the captain had goods to sell, and as he had no opportunity of securing cargo in return, no doubt charged for his goods accordingly. Up to the end of 1833 something like 128 vessels of different sizes had called at Fremantle, bringing goods to the value of £306,426, and not one of them had taken in return produce to the value of one farthing. As in all the Australian States, the first commodity to make its appearance on the export list was wool, 7,585 lb., valued at £758, being sent away in 1834. Beyond one experimental shipment of hardwoods in 1836, valued at £2,500, wool stood alone until 1844, when timber (£163), agricultural produce (£258), and livestock and horses (£464) made their appearance. Perhaps the stimulating fact bringing this to pass was the depression that fell upon the colony in the early forties, and the persistent advice of Governor Hutt that only by the cultivation of the soil could it be overcome. Since 1833 wool has never been absent from the list of exports, and since 1846 there have been very few years, and these few far back, when timber (hardwoods and sandalwood) and

livestock, including horses and cattle, have not figured in the returns. The export of agricultural produce continued in a desultory manner until 1872, when it disappeared, to return again with increasing output after the revival of agriculture that took place during the early years of the present century. During the fifties lead and copper made their appearance on the list, and ten years later pearls and pearlshell appeared, to be followed in 1876 by a regular export of guano, which continued until it was prohibited by the Government in 1904. Lastly, in 1886 appeared gold—the talisman which was to carry Western Australia to the height of prosperity, and make her envied of all countries. To give some idea of the growth of the export trade it may be mentioned that wool exported was valued in 1833 at £758 and in 1911 at £925,450; timber, £163 in 1844 and £986,341 to-day; pearls and pearlshell, starting at £250, are now valued at £340,714; wheat and flour stand at £441,487; and gold from £1,146 in 1886 had risen in 1911 (and that by no means the highest figure) to £5,823,075.

Imports have naturally followed upon two determining factors—development of the country and growth of population—but they have in Western Australia more perhaps than in any other country been affected by the fact that the State is not rich in industrial manufactures of any kind, and therefore show a greater value in proportion to population than elsewhere. Political factors, too, have had an influence, for we find the periods of great increases are coincident with, for example, the establishment of the convict system, the commencement of a loan policy under the representative Legislative Council, and the abnormal expansion in every direction that followed the grant of responsible government.

The following table will show some idea of the natural expansion of shipping and trade in Western

Australia at the end of each decennial period since the establishment of the colony in 1829:—

	Ships.	Tonnage.	Imports.	Exports.
1830	39	11,601	£ 114,177	£ —
1840	137	39,850	No record	No record
1850	64	15,088	52,351	22,135
1860	109	54,564	169,075	89,247
1870	127	65,716	213,259	206,985
1880	165	123,985	353,669	499,183
1890	281	484,354	874,447	671,813
1900	769	1,625,696	5,962,178	6,852,054
1910	733	2,372,303	7,968,386	8,299,781

In addition to the oversea shipping trade, including interstate, there is, as might be expected in a country of such magnificent stretch of seaboard as Western Australia, a considerable trade between local ports. Steamers regularly ply along the north-west coast from Fremantle, and there is also a service between Albany

and the ports to the East. Into this trade the Government has recently entered, in the hope of in some measure reducing the cost of meat, most of the cattle for consumption being grown on stations in the far north. As to the probable results of the venture, opinions—principally political—are divided, but as to the motives actuating the authorities there is no room for difference. A State-owned steamship service is an anomaly in Australia, but Australia is a country of experiments, and most of her experiments have been exceptionally fortunate.

With the completion of the Trans-Australian Railway it is expected that shipping interests at Fremantle will receive a very considerable interest. For a long time that port has been the first and last port of call for most of the vessels trading easterly and westerly to and from the Commonwealth, and with the opening of the railway it is hoped that it will become for many vessels the only port of call.

## The Chamber of Manufactures.

The Chamber of Manufactures of Western Australia was established in 1899. Members must be *bonâ fide* manufacturers or directly associated with manufactures. Honorary members may be elected on same conditions, but these are not entitled to vote or take part in the deliberations of the Chamber. The objects of the Association are to promote the development of Western Australian manufactures and products—by exhibitions, certificates of merit, correspondence, collecting and disseminating information, essays and discussions on subjects of advantage to manufacturers and producers, or by any other means which the Chamber may deem desirable, and to erect an exhibition building.

Owing to the operation of interstate free trade, industrial establishments have been somewhat retarded in the West. The thoroughly-established and fully-equipped factories of the Eastern States have been able to land their manufactures in Western Australia on terms that the local employer found difficult to compete with. Notwithstanding that fact, however, there are many industries that are gaining a firm footing, and year by year sees others being entered upon. In his annual address to the Chamber delivered in August, 1912, the President said that "it was gratifying to know that the Government was giving the manufacturer a share of the work of building new waggons for the Railway Department. He was pleased to note that during the past year there had been a few more industries added to the list in Western Australia. The fertilizer factories at West Guildford and North Fremantle, erected two

years ago, had been, and were still, doing good work. They had produced something like 40,000 odd tons since they were established. The capacity of the factories was much greater, and he hoped farmers would in future place all their orders with the local factories. The people of Western Australia should whenever possible buy goods made in Western Australia, and thus encourage the industries already established."

If this advice is adopted it will no doubt have a far-reaching effect upon the establishment of local industries, and so provide many avenues for employment not now open to the people.

According to the official reports there were 859 establishments in the State in 1911, as against 822 in 1910, giving employment to 16,672 persons, as against 14,894. This is itself encouraging, as it shows that the industries are recovering from the setback which they received from federation, and that in face of paying better wages than similar establishments in other States they are able to hold their own in the open market. The principle of support for Australian manufactures as against the imported article is an excellent one for those who would see Australia prosper, but support to the local Western Australian product is for this State a better principle still, as it means not only comfort and competence to the worker, but added wealth to the community.

In these directions the Chamber of Manufactures is doing a work that deserves every recognition, and in its endeavours to foster trade in the home-made article it deserves all possible encouragement.

The officers of the Chamber for the year 1912-13 are as follow:—President, Mr. William Padbury (re-elected); vice-president, Mr. C. E. Galwey (re-elected); treasurer, Mr. H. Armstrong (re-elected); auditor, Mr. John Sinclair (re-elected); committee (six vacancies), Messrs. J. Hodgson, Bela Makutz, Lyons, Locke, Povey, and Ferguson. Mr. John Phair is the secretary.

The EMU BREWERY, Limited, Mounts Bay Road, Perth, is one of the oldest and most important concerns in the State. The premises are situated on the banks of the Swan River, at the foot of King's Park, and form a prominent landmark to river-goers. The business was founded as far back as 1837, and from its inception has steadily expanded to its present high estate. As to the uninitiated the manufacture of beer remains a complete mystery a brief description of the processes undergone in the production of the amber fluid may prove of interest to the numerous readers of this work. Ascending to the top floor of the familiar tower our initiation commences at a cylinder-shaped contrivance known as a malt-mill, to which is conveyed from floors below by means of elevators quantities of malt grain. This passes into the interior of the mill, where it is graded through a sieve and cleansed from impurities by a revolving fan. The malt is then fed to the crushers, after which it passes to the mash-tub through a washing-machine containing a series of revolving tables, water being added at the same time in sufficient quantities to reduce the starch contained in the malt to a sugary state. The mixture is then allowed to soak in the mash-tub for varying periods up to a couple of hours, when the malt liquid or extract is drawn off to an adjoining copper boiler and the pulp extracted through a false bottom with which the tub is fitted, and shot outside the building to be used as fodder for stock and for other purposes. Sugar is then added to the malt liquid, which is boiled by means of steam introduced into the jacketed bottom of the copper, hops also being introduced to clarify, preserve, and flavour the mixture. From the copper the liquid flows

through a sieve to a tank known as a hop-back, to which it makes its way through a finely-woven gauge inserted for the purpose of effectually straining off any stray grains which may have thus far found their way. A hundred feet of piping next conveys the wort, as it is now called, to the cooler fed from a refrigerator (direct expansion ammonia coil), which gradually reduces its temperature and aerates the liquid at the one time. By an ingenious arrangement the water used is returned to a well whence it is again taken up and recirculated through the top portion of the cooler, over which the boiling wort is continually falling, which has the effect of bringing

noisseur of the seductive beverage. It is interesting to note that the yeast thrown off is conserved in tanks erected under the barrels for the purpose and is afterwards brought into use again—better for the transition and available for use over many years. The beer now undergoes a process of filtration, during which it is not handled by the men nor is air allowed to reach it. The filtering commences in a long cylinder round which brine is circulated, and to maintain the liquid at an even temperature it is constantly kept in motion by an agitator. The chilled liquid is then forced through a patent filter consisting of a series of frames on which



THE EMU BREWERY, MOUNTS BAY ROAD, PERTH.

it almost to boiling heat, in which state it is conducted to the cask-room, where it is used for washing purposes. From the refrigerator the wort is run into four huge vats, where yeast is added, and for the next 48 hours it is allowed to go through a process of fermentation to reduce the specific gravity. During fermentation the liquid throws off carbonic gas, familiarly known as CO<sub>2</sub>, and with the conclusion of this operation has reached its alcoholic state. It is now conducted to the cellars to undergo a through cleansing, and after a few days in the large casks, during which it discards the yeast, isinglass is added further to clarify the mixture, which is then stored for various periods to assume the condition so dear to the con-

papier mâché has been fitted and pressed, the whole being clamped together and rendered airtight, whence it passes to the racker to be filled into casks ready for distribution. By adopting these methods it is impossible for the beer to become contaminated, the natural gases and delicate aroma are successfully retained and the maximum of sterility secured, the whole resulting in the production of a beverage for which the Emu Brewery has deservedly become famous. The Bottling Department, an important auxiliary to the firm's operations, has recently been fitted up with the most modern machinery known to science. From the collecting depot the bottles are automatically passed through the various stages without being handled by the staff employed. They are first cast into soaking bins cleansed and sterilized, and then conveyed on an endless belt to the rotary filler, after which they are corked and wired. The beer is then pasteurized by being placed in water at 100° temperature, which is gradually raised until an even temperature of 140° has been maintained for some time, after

which they are taken out and cooled off and labelled, all by machinery. This latter process destroys all bacteria and prevents what is commonly known as second fermentation, a frequent fault in beer not treated in this manner. With this machinery 1,300 dozen per day of eight hours may be turned out—a large increase on the old methods hitherto in operation. All the casks in use are made on the premises, the timber used (oak) being imported, as also is a large number of the bottles, but it is the established policy of the directors to use local materials whenever procurable. The interior of the casks in use is specially treated with a compound of resin and oils, which is heated and blown into the casks under pressure, forming a thin veneer of varnish and rendering the vessel germ-proof. At the rear of the premises are located two "Hercules" refrigerating engines of 20 and 10 tons capacity respectively, and three immense boilers, which provide all the steam required for the performance of the various operations included in the firm's work. Electrically-driven machinery is also employed and the establishment is fitted throughout in the most replete manner. The directors of this progressive concern, so intimately connected with the rise and progress of the fair city of Perth, are Dr. M. O'Connor (Chairman), Messrs. J. R. McKenzie, E. J. Hayes, J. R. Jones, and A. D. Rankin, the Secretary being Mr. R. S. Forbes. The important part of the brewing, upon which so much of the success or failure of the brewery depends, is in the capable hands of Mr. E. Terry, who has had twenty years' experience of the requirements of the trade, most of that time being spent in the service of the Carlton Brewery Company of Victoria, and for generations before him his people have fulfilled a similar capacity, so that it may well be said that the germs of the trade circulate in his blood. The hands employed total well over 100 and the weekly pay-sheet plays an important part in the advancement of the Western Metropolis.

**EDWARD JOSEPH HAYES, J.P.**, is a son of Robert Hayes, of Port Fairy, Victoria, in which district the gentleman under review was born on November 11, 1870. From a pupil in the State schools he rose to the teaching profession in

the same institution and spent eight years in this calling, being the possessor not only of the certificates requisite for his profession but of several others testifying to his proficiency in science, music, and drawing. Being of an enterprising disposition he obtained a year's leave of absence and came to Western Australia on January 16, 1898, to see what prospects offered in the rising State. He was very favourably impressed with the excellent opportunities open to a young and pushing man, and deciding to remain entered the Education Department, being appointed to a position in the Highgate Hill School,



*Bartletto, Perth.*

**MR. EDWARD JOSEPH HAYES.**

Perth. Four years later he resigned from the Service, having attained to the post of first assistant in this school, and opened in business as a produce merchant on his own account in Perth. This he carried on very successfully in both wholesale and retail lines for four years, when, parting with it as a going concern, he turned his attention in another direction and became Director of a number of local Companies, including the Stanley and Emu Brewery Companies, Limited. Mr. Hayes takes a live interest in municipal matters and has rendered valuable service as member for East Ward in the Perth City Council, his three years in this office terminating in November, 1910. In 1907 he received his Commission of the Peace, in connection with which he has a seat on the City Bench. In matters charitable and philanthropic he is ever to the fore, and hardly a Committee of

Ways and Means is formed without his practical co-operation. He is a member of the Cathedral Committee and is a committeeman of that excellent unsectarian charitable institution, the St. Vincent de Paul Society, being also a Past-President and valuable worker in the Perth Catholic Young Men's Society. A member of several prominent Clubs in Perth, his chief interests in this respect are centred in the Celtic Club, of which he is a foundation member, and a past president of three years' standing. He has also acted as President and Vice-President of various athletic Societies, and gives his hearty support to all healthy outdoor sports, cricket and bowls being perhaps those in which he takes the keenest interest. Much of his leisure time is given to the cultivation of flowers, making the garden surrounding his home, "Kincora," Adelaide Terrace, "a thing of beauty" to the beholder and "a joy for ever" to himself through the health and recreation it affords him. Mr. Hayes married in 1902 Monica, daughter of the late Mr. Daniel Connor, of Perth, and has a son and three daughters.

**ERNEST WILLIAM TERRY,** head brewer, Emu Brewery, Limited, is a son of the late Mr. Alfred Terry,



*Bartletto, Perth.*

**MR. ERNEST WILLIAM TERRY.**

one of the oldest and most successful brewers in Victoria. He was born at Melbourne, Victoria, on September 20, 1875, and educated in the same city. Leaving school at about fifteen years of age he entered the

Carlton Brewery under Colonel Balenger, then head brewer there, and completed his articles at the end of five years. Thence onward for seventeen years he filled the position of under-brewer, ultimately relinquishing it to take up pastoral pursuits at Croydon, near Healesville. At a subsequent period he sold his property, and having been offered the position of head brewer to the Emu Brewery he accepted it and took up his new duties in June, 1909. Upon his arrival Mr. Terry was entrusted with the task of re-organizing the Brewery, and as a result the whole place has been renovated. New buildings have been erected, new machinery installed, and the bottling department, cellars, and malt store improved, everything outside the office coming under Mr. Terry's immediate supervision. Recently he took a trip to the Eastern States to make a further study of the latest improvements in all the principal breweries in order to cope yet more successfully with the increasing demands of the business. In his leisure time he makes a keen study of our equine and canine friends, and his sports and recreations are taken in their company. He has made a name for the breeding of Gordon setters, winning all the chief prizes in the principal shows in Australia. He is a member of the Western Australian Turf Club. In 1905 Mr. Terry married a daughter of Mr. John Starr, C.E., of Victoria, and has two sons and two daughters.

**REGINALD SLADE FORBES**, Manager of the Emu Brewery, Limited, is a son of Colonel Charles D'Oyly Forbes, of the Imperial Army, and was born at Plymouth, England, on April 1, 1868. He received his scholastic training at the Galway Grammar School on the West Coast of Ireland and upon leaving college was articled to Mr. T. W. Gilbert, chartered accountant, Clements Inn, London, with whom he remained until he came to Western Australia in 1886. Upon arrival at Perth he joined the service of the Western Australian Bank and subsequently managed the branches of that institution at Dongarra, Southern Cross, Kalgoorlie, Menzies, Mount Margaret, and Marble Bar successively. In 1896 he became associated with the Venture Corporation, Limited, a mining company formed in England,

and acted as attorney for the company jointly with Mr. W. H. Glanville, now resident in England. Two years later Mr. Forbes went into partnership with Mr. Glanville as legal managers and general mining agents, carrying on business

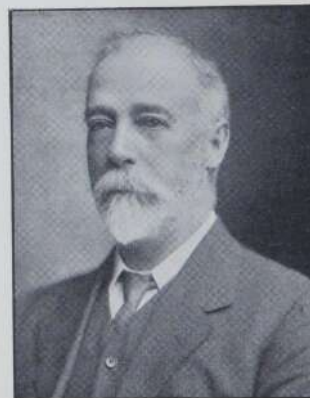


*Bartletto,* *Perth.*  
MR. REGINALD SLADE FORBES.

under the title of Glanville and Forbes. He managed the transactions of the Venture Corporation in Western Australia, as well as all subsidiary companies, the partnership also representing James Simpson & Company, Limited, engineers, of London and Newark, for whom they acted as attorneys during the whole course of the contract for the supply of pumping machinery for the Goldfields Water Supply. Upon the satisfactory completion of the contract Mr. Forbes was invited by the firm to England, where he was appointed commercial manager of their engineering works at Nottingham. After five years in this responsible position, for family reasons he decided to return to the land of his adoption in 1908, and upon his arrival was offered the post of Manager of the Emu Brewery, Limited. Mr. Forbes is a member of the Masonic craft, in which he has held office. His chief pastimes are boating and yachting. He was married in 1896 at Dongarra to a daughter of Mr. Samuel F. Moore, M.L.A., of Western Australia, and has a son and a daughter.

**JOHN HUGH GRACIE**, founder of the Castlemaine Brewery, Fremantle, was born at Hobart, Tasmania, on January 30, 1855, and is

a son of the late Mr. William Gracie, who was Manager of the Cascade Brewery in Hobart for a great many years. He received his education at the City School, Hobart, under the late Mr. H. M. Pike, and at the conclusion of his studies in 1872 was initiated by his father into the processes of the brewing business. He proved an apt pupil, and was so successful in his operations that at thirty years of age he succeeded to the management of the Brewery upon the retirement of his father. He retained this post about five years, in 1889 being compelled through severe illness to resign, and subsequently went to Melbourne, where he was engaged in various brewing businesses for some years. Afterwards he proceeded to Bathurst, New South Wales, and was brewer at the Crown Brewery in that town, leaving there in 1896 for the Western State, which was rapidly increasing in popularity. In conjunction with three partners Mr. Gracie built and opened a small



*Bartletto,* *Perth.*  
MR. JOHN HUGH GRACIE.

brewery at East Fremantle, and buying out his partners' interests at a later date joined issue with Mr. W. F. Walkley as working partner. The business was carried on by these gentlemen for five years, during which it made rapid progress, and in 1907 was floated into a limited liability company, with a capital of £60,000. In the newly formed company Mr. Gracie continued the personal management of affairs as Managing Director and Chairman of Directors until 1912, when he disposed

of his interests and retired from the directorate. He devotes his spare time to farming interests in the neighbourhood of Kellerberrin, where he owns a property of considerably over a thousand acres, which is devoted chiefly to the growing of cereals. His picturesque residence is situated on the river bank at Riverside Road and commands one of the most beautiful views in the district, and here he finds recreation in tending the beautiful blooms which adorn in their season the well-kept flower-beds and shed their delicious perfume on the air.

**RICHARD STANLEY CUMPSTON**, proprietor of the City Electric Engraving Works, Hay Street, Perth, is a son of Mr. L. P. Cumpston, of this city, and was born at Liverpool, England, on February 23, 1873. He came to Australia with his parents when twelve years of age and attended the Echuca Grammar School, Victoria, for several years. In 1890 he entered the office of a lithographic artist, and subsequently became articled to Mr. C. G. Roeszler, the proprietor of the leading engraving works in Melbourne. He came to Western Australia in 1897 and joined Mr. Robert Manning in partnership in the Commercial Agency Company, but eventually relinquishing this

connection proceeded to the gold-fields as representative for the Brownhill Great Southern, the Railway Venture, and the Britannia Mining Companies. He also took a personal part in prospecting for a hundred miles around Kalgoorlie

the time of Mr. Cumpston's departure there were over 300 men at work in the mines, and this Company supplied the Government with the first 360,000 tons of coal ever mined in this State. For a time Mr. Cumpston carried on business at Kalgoorlie as auctioneer and produce merchant, but eventually returning to Perth he established his present concern, the City Electric Engraving Works, and has conducted it successfully ever since. The business comprises a great variety of operations and turns out excellent work in brass-plates, stencils, brass, steel, and rubber stamps, medals, memorial brasses, raised-letter plates, wood and metal type blocks, stock brands, and many other articles in continual demand in professional, commercial, and pastoral circles. Mr. Cumpston has taken a leading part in the advancement of the various districts where he has resided, and was a member of the Hospital Board at Collie and Trustee of the same institution. He gave great assistance to the municipal authorities at Kalgoorlie, showing keen interest in the various details of their work for the district. He is also a member of the Commercial Travellers' Club, and



Bartletto,

Perth.

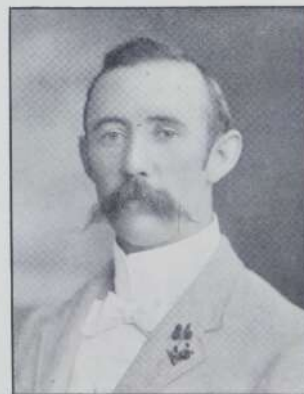
MR. L. P. CUMPSTON.

with more or less success, and in conjunction with Mr. H. M. Deakin took part in the opening up of the Collie Coal Mines. This enterprise, begun with a staff of seven hands, increased to such an extent that at



Photo by C. E. Farr.

1MR. R. S. CUMPSTON'S ENGRAVING WORKS, HAY STREET, PERTH.



Bartletto,

Perth.

MR. RICHARD STANLEY CUMPSTON.

for recreation resorts to boating on the River Swan. In the year 1911 he was married to Ella, daughter of Mr. James Gibney, printer, of Western Australia.



The WEST AUSTRALIAN BOOT MANUFACTURING COMPANY, Newcastle Street, West Perth. This prosperous and extensive business was established in the year 1907 in premises situated in King Street, Perth. Commencing operations on a small scale the Company soon obtained a large and steadily-increasing connection, and at the end of three years found it necessary to secure a larger building to cope with the orders which continued to flow in in continually augmented numbers. Accordingly a substantial block of land in Newcastle Street, West Perth, was purchased, and here was erected a commodious structure providing an area of over 4,000 sq. ft. of space. The factory has been equipped with a modern plant of machinery driven by a  $5\frac{1}{2}$  horse-power electric motor engine, and the Company is now turning out boots at the rate of over 100,000 pairs per annum. Attention is confined to the manufacture of heavy and medium weight footwear for men, women, and children, and the great demand for all these lines is a striking evidence of its popularity with the buying public. The well-known "Harvester" brand boot is made by the Company and finds a ready sale in the country districts, where the boots are noted for their comfort and durability. The wholesale trade only is supplied, and as each day passes the Company finds itself harder pressed to meet the demand of the distributing-houses

in Perth and throughout the State. In the near future a most up-to-date plant for the manufacture of gentlemen's light footwear will be installed and for the accommodation of this department further additions will require to be made to the factory. In

imported from the Eastern States, and include boxhide, satinealf, chrome-kid, wax-kip and wax-split, but the whole of the sole leather brought into use is procured locally, the management maintaining the excellent policy of supporting home



Photo by C. E. Farr.  
THE W.A. BOOT MANUFACTURING CO.'S PREMISES, NEWCASTLE STREET, PERTH.

erecting the present edifice the Directors wisely provided for an additional storey, adequate foundations having been laid to support the extra tonnage, while the depth of the land will allow for the extension of the building by an extra 30 or 40 ft. Employment is found for some fifty hands, but the expansion of this important industry is handicapped by the absence of a sufficient number of skilled workers. The leathers used in the building of the uppers are

industries whenever possible. In a cellar at the rear of the factory the sole leather is stocked and in the cool atmosphere retains the moisture, without which it would be rendered unsuitable for everyday use. The rapid development of the concern from the embryo stage to its present flourishing condition augurs well for the future of the Company, and under the energetic control of the Manager, Mr. Taplin, great things may be looked for in the years to come. The Directors of the Company are Messrs. Edgar, Robinson, William Arcus, Richard Logan, William Dudney, William Smith, and W. R. Taplin. WILLIAM ROBERT TAPLIN, the Managing Director of the West Australian Boot Manufacturing Company, was born at Bristol, on the West Coast of England, in the year 1870. He received his scholastic training in his native town and at the conclusion of his studies was apprenticed for five years to the boot trade with the firm of Hutchinson & May, of Portland Square, Bristol. During the period of his indentures he attended the Merchant Venture Technical School, and by close study completely mastered the finer details of the trade which he had chosen to follow as his life-calling. Deter-



Photo by C. E. Farr.  
CUTTING AND MACHINE ROOM

mined to acquire a thorough knowledge of every branch of the trade, he vigorously continued his studies and had the satisfaction of carrying off first prize for pattern-cutting against sixty competitors,

achieving this while yet in his teens. In the year 1899 he decided to visit the Southern Hemisphere, and so took passage for Victoria, where, subsequent to his arrival, he joined the firm of William Thomson, boot manufacturer, later relinquishing this employ to take up a position in Ballarat, in which city he remained for seven years. He next journeyed to Tasmania, but in less than a year's time returned to England to revisit the scenes of his youth and witness the latest developments in the boot manufacturing trade of the Old World. In 1898 he once more set out for the land of the Southern Cross, and disembarking at Western Australia shortly afterwards took over the management of what was then the largest boot factory in the State. He continued in this control until the firm closed down the manufacturing section of its business, when he



MAKING ROOM



FINISHING ROOM



BOTTOM & STUFF CUTTING

Photos by C. E. Farr.

INTERIOR VIEWS OF FACTORY.



Buskin,

Perth.

MR. WILLIAM ROBERT TAPLIN.

founded the present Company, most of the success of which has been due to his untiring energy and indomitable will, which has enabled him to overcome the difficulties inseparable from the building up of a sound and profitable industrial concern. Mr. Taplin married in 1901 Flora, daughter of the late Mr. Thomas Carruthers, of Victoria, and resides at Mount Lawley, his home being surrounded by a beautiful garden, to the cultivation of which most of his leisure is devoted.

BAKER & MOORE, manufacturers of art wicker furniture, go-carts and general basketware, etc., 4 and 6, Dyer Street, West Perth. (George Baker and William H. Moore.) This business was established in 1902 in premises situated off Murray Street, where it was carried on for some eighteen months with

The wonderful expansion of the trade that has marked the operations of this enterprising firm necessitated further additions being made to the premises, and these were effected early in the year 1911, the available space now exceeding 20,000 sq. ft. The firm confines its attention to the manufacture of art-wicker furniture,

frames utilized in connection with the work are made upon the premises. In designing special attention is paid to local requirements, and the drawing-room suites, either upholstered or plain, obtain great favour among the residents of the



Photo by C. E. Farr.

BAKER & MOORE'S FURNITURE WORKS, WEST PERTH.



Bortletto,

Perth.

MR. GEORGE BAKER.

most encouraging results. Larger premises were then secured in Queen Street, and as trade still continued to expand with extraordinary rapidity in 1904 the firm secured a triangular piece of land in Dyer Street, adjacent to the West Perth Railway Station, and erected a commodious structure on the most approved and modern lines known to the trade. The building is of brick, two-storied, with a handsome frontage to Dyer Street. The ground-floor is devoted to showrooms and offices, and in the space to the rear upholsterers and ironworkers are busily employed. Upstairs may be seen at work the hands engaged in executing the various designs in chairs, settees, and other lines turned out in such large numbers at this up-to-date factory. The bulk stores are on the first floor, where a large stock of finished goods, ready for immediate despatch, is kept on hand in anticipation of the orders which are daily received by the firm from all parts of the State. At the rear of the premises is a broad right-of-way which offers easy facilities for the loading and dispatch of these same large orders, which are executed, carefully packed, and sent to their several destinations with all possible promptness.

perambulators, go-carts, overmantles and hallstands in bamboo, and general basketware, and the work turned out is the very best obtainable. The raw material used in manufacture is imported from all parts of the globe, including Japan, China, Calcutta, Singapore, England, and Germany, and the iron

Western State on account of their cool, light appearance and freedom from hot, heavy padding, the appropriateness of the art-wicker furniture being readily acknowledged by all dwellers in the warmer climes.

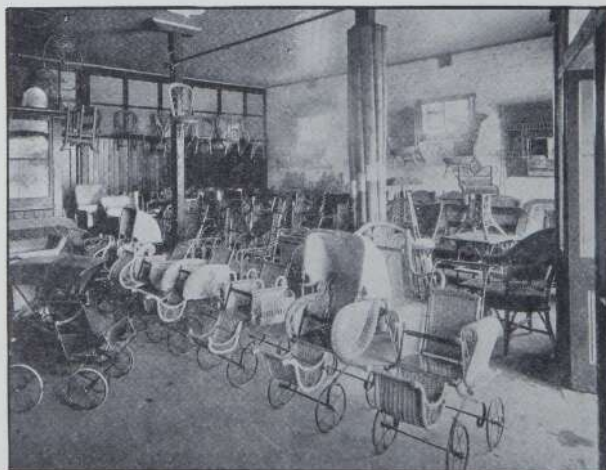


Photo by C. E. Farr.

CORNER OF SHOWROOM AT BAKER & MOORE'S, WEST PERTH.

The wicker chairs and lounges are easily handled and in the summer time especially are a welcome addition to the furniture of the house, while to invalids they are an untold boon. The foundation consists mostly of Malacca cane, and the use

fort combined with beauty of design which testifies to the possession of high creative faculties on the part of the management. These carriages are the greatest possible boon to mothers, inasmuch as they are easily

This class of goods is finding great favour with the travelling public and is rapidly ousting the old-style portmanteau. Some thirty employés, all of whom are skilled artisans, are engaged in the work



Bartletto. Perth.  
MR. WILLIAM H. MOORE.

of this in preference to willow has rendered the article immune from the attacks of insects. Another feature in which the firm specializes is the manufacture of collapsible carriages for children, and in this line it has secured that acme of com-

folded up to small proportions and readily adapt themselves for transit by tram or rail. Another important line to which considerable attention is given is the manufacture of basketware in great variety of designs.

of the factory, and the wholesale trade is supplied throughout Western Australia. Both partners have had a lengthy connection with the trade, having gained many years' experience in Adelaide and Melbourne. In 1911 Mr. Moore proceeded to England and the Continent, where he spent his time profitably in gaining an insight into the latest methods of manufacture known to his trade.



Photo by C. E. Farr.  
INTERIOR VIEW OF BULK STORES AT BAKER & MOORE'S FURNITURE FACTORY.

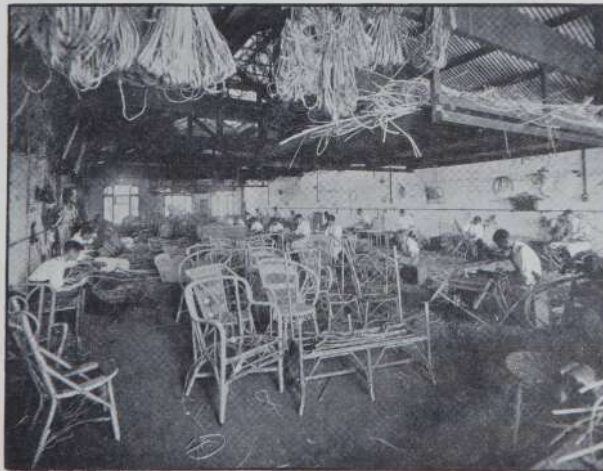


Photo by C. E. Farr.  
ART WICKER FURNITURE IN PROCESS OF MANUFACTURE.

W. ZIMPEL, furniture manufacturer and general importer, 797-801, Hay Street, Perth. For more than a quarter of a century the firm of W. Zimpel has catered for the requirements of the Western Australian public. Originally established in 1884 in premises insignificant in comparison with the extensive structure now occupied, the firm has grown to such an extent that it is now the most important concern of its kind in the State, and where everything required between the four walls of a house, be it mansion or cottage, may be obtained at lowest prices commensurate with good quality. The magnificent show-

rooms fronting the main thoroughfare cover a space of 15,000 square ft. and are filled to overflowing with furniture and house-fittings of every conceivable description. The ground-floor is devoted to a fine display of sideboards, upholstered suites for drawing- and dining-room purposes, wicker chairs and lounges, and cutler desks, the carpets, bedsteads, etc., being located on the first floor. Immediately adjoining the showrooms is a bulk store, every nook and cranny of which is filled with goods, with the exception of a corner set apart for the display of linoleums and oilcloths, of which there is a wide range of patterns to choose from. The factory at the rear is a veritable hive of industry. It contains four stories and was erected some nine years ago to enable the firm to fulfil the increasing demand for household and office furniture. The most up-to-date machinery known to the trade has been installed and furniture of every description is made, including sideboards, hallstands, bedroom and drawing-room suites, tables, desks, icechests, chairs, and wire mattresses. The whole of the timber used is seasoned on the premises, and to prevent green wood being brought into use the stacks are never allowed to fall below 100,000 ft. Special attention is given to the production of "art" furniture, and the showrooms contain many fine specimens turned out by the experts employed in the factory. The country order department is a feature of the

firm's operations and is in the hands of an expert. Orders received in this department are promptly dispatched, the goods being carefully packed to prevent damage in transit, and delivered to the nearest railway

to St. George's Terrace, a depth of 390 ft., the width of the block being 60 ft. The proprietor, Mr. W. Zimpel, is a native of Austria and a cabinetmaker by trade. During twelve years' residence in Con-



MR. W. ZIMPEL'S PREMISES, HAY STREET, PERTH.

stantinople, Turkey, he acquired the rudiments of his trade, and subsequently went to London, where he gained experience for seven years, at the end of which time he came to Western Australia. Shortly after his arrival he established himself in business in Hay Street, and by his commercial acumen has built up the present prosperous concern and made his name a household word throughout the settled areas of the Western State.

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Bortletto, Perth.  
MR. W. ZIMPEL.



CORNER OF THE SHOWROOM AT MR. ZIMPEL'S ESTABLISHMENT.

DANIEL WHITE & CO., carriage builders and importers, Murray Street, Perth. This well-known business is one of the oldest established of its kind in Western Australia, the firm of Daniel White & Co. having commenced operations in Hay Street, Perth, as early as 1887. In 1901 the proprietorship changed hands, when the connection and plant were purchased with the whole of the stock in this State by Mr. J. McMahan, who had filled the post of manager and attorney, and Mr. F. D. Good. Since then the business has been carried on by these gentlemen under the old title, and as a Western Australian business relying solely on local manufacture, and thus giving permanent employment to a very large number of skilled mechanics, it maintains a solid and well-recognized claim on the patronage of the State. In 1911 the site in Hay Street was required for the purpose of building a large arcade, and Daniel White & Co. erected a fine factory on land which they had acquired in Murray Street, next the Federal Telephone Exchange, and running through to Wellington Street. The area of the factory and showroom comprises 50,000 square feet, 40,000 of which is under cover, splendidly lighted, and ventilated. The lofty roof, supported by brick walls, surmounts a splendid structure, with ornamental approach and provided with every facility for ingress and egress. It is two storeys in height, and a basement traverses the whole length of the factory site, while the showroom (200 ft. long by 40 ft. wide) is surmounted by a large storeroom, which is used for the accommodation of the firm's large stock of seasoned timber and fittings. Separate departments are allotted to the body-makers, coach-painters,

wheelwrights, locksmiths, and trimmers, and the machinery installed is of the very latest type, the motive

review was apprenticed to the coach-building trade with Mr. James Parker, of St. Kilda, Victoria, with whom he remained for six years, subsequently entering the employ of Mr. J. Bull, of Fitzroy. He afterwards proceeded to Hay, New South Wales, and spent three years with the well-known firm of Sydney Cobb and Co., who afterwards offered him the management of the Bourke branch of their business, which he declined. He next went to Melbourne, when his first connection with Daniel White and Co. was formed. This continued twelve months, but was broken by his



D. WHITE & CO.'S CARRIAGE FACTORY, MURRAY STREET, PERTH.

power being generated by Hornsby's up-to-date gas-producer plant. In all respects the new factory may be placed as the finest carriage-building factory in Australia, and it is worthy of note that the firm has exported some high-class vehicles to the eastern States, in addition to carrying off the highest honours and awards at Western Australian shows and exhibitions. Over sixty hands are employed at the factory, and the firm pays annually in wages £7,500. JOSEPH MOORE McMAHEN, the Managing Partner, was born in Victoria in 1863, and is a son of Mr. William McMahan, of Armagh, in the North of Ireland, who came to Australia in 1820. At the close of his education the gentleman under

acceptance of the post of foreman to T. Crane for five years, and renewed at the end of that period, when he was sent to manage the firm's



MR. JOSEPH MOORE McMAHEN.

factory in Western Australia in 1896. At a later date he was appointed Attorney and Manager of the branch, and in 1902 purchased the business as above stated. Mr. McMahan is a member of the Masonic craft, his lodge being the Lathom, No. 29, W.A.C., and he has passed through various offices in the fraternity. He married Caroline, daughter of John Hanlon, of Hay, New South Wales, and has three sons and a daughter.



INTERIOR VIEW OF D. WHITE & CO.'S PREMISES

VV

**BON TON, LIMITED**, Perth. The nucleus of the present extensive business, so widely and favourably known as Bon Ton, Limited, was purchased by the present managing director, Mr. J. M. Lofthouse, in 1903. At that time the whole business of the firm was carried on at the original Hay Street premises, which formed part of a building adjoining the old Bon Marchè structure, and for many years the bakery was situated in the basement at this locality. Under the energetic direction of Mr. Lofthouse the café achieved considerable popularity, and from time to time various improvements were added, the whole culminating in the present fine and commodious restaurant. The marked success which attended the enterprise soon made other branches a necessity, and several establishments were opened in various parts of the city, all of which have been exceedingly well patronized, the continuous stream of daily and casual visitors to the Bon Ton tea and luncheon rooms being the best advertisement for their many attractions. The cafés, which now number five in all, are all centrally situated, the parent shop at 580, Hay Street, being known as No. 1; No. 2 is situated at 109, Barrack Street; No. 3 at 147, Barrack Street; No. 4 at 104, William Street; and No. 5 at 726, Hay Street. The interiors of the several

ments of the manifold patrons are dealt with most expeditiously. The continually increasing turnover resulting upon the firm's extended operations made it necessary for the company to secure more commodious premises for the manufacture of the various confections and other dainties, the excellence of which has ensured to the business its present wide reputation, and accordingly the building at East Perth, formerly occupied by the Swallow Brewing Company, was purchased, and by means of extensive alterations and additions adapted to the requirements of the firm's business. Many ingenious ideas, for which Mr. Lofthouse's particularly fertile brain was responsible, were incorporated in the general scheme of improvement, the whole resulting in the process of manufacture from mixing to distribution being carried on with a minimum handling of the goods. The new factory is a roomy structure containing two floors, 104 ft. long by 36 ft. wide, surmounted by a five-story tower, from which an excellent view of the Darling Ranges is to be obtained and also a fine panorama of Perth City. Being built on sloping ground the upper floor is practically on a level with the surface, which facilitates the delivery of the heavy stocks of flour handled by the firm. On the ground floor and adjoining the western wall a series of

rooms is of plastic concrete, insulated, watertight, and non-conductive, and the walls have been constructed on a plan of Mr. Lofthouse's own designing. The pastry is mixed on a special slab of imitation marble, formed of white cement and reinforced concrete, the first of its kind to be used in Western Australia. The building stands in two acres of land, which will allow for further extensions as the necessities of the business may demand. The



Bartolotto, Perth.

MR. JACOB MATTHIAS LOFTHOUSE.



Photo by C. E. Farr.

THE BON TON FACTORY, EAST PERTH.

cafés have been tastefully decorated and the general appointments leave nothing to be desired. To ensure a rapid and satisfactory service an ample staff is maintained at each of the establishments, and the require-

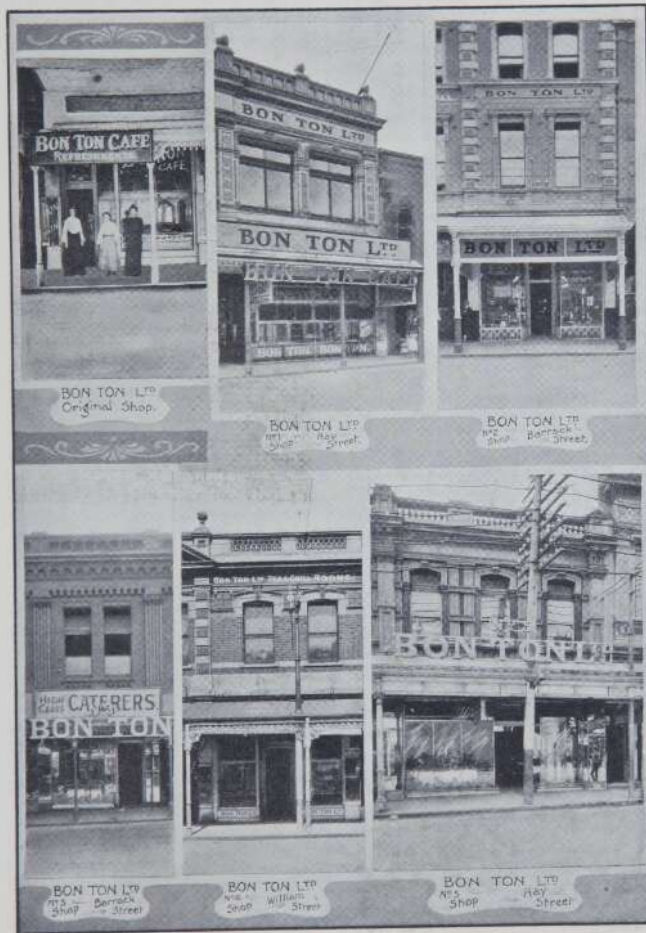
ments have been erected, consisting of a cooling-chamber, a refrigerator, and another room specially designed for pastry-making, where the temperature is always kept at 60 degrees. The floor in these

machinery includes a Budge refrigerator plant, which in addition to maintaining three different temperatures is capable of turning out several tons of ice per day, a 30-h.p. Fairbank & Platt engine, and a 50-h.p. Crossley gas producer, cake mixers, egg beaters, etc. Two ovens, designed by Mr. Lofthouse, have been added to the main building, and over the fires boilers have been installed which produce a copious supply of hot water for use throughout the factory. The whole of the operations are carried on under cover from the moment of mixing to the placing in the delivery van, and perfect cleanliness reigns all over the factory. Only the best materials are brought into use in the concoction of the appetizing cakes, pastry, and different kinds of bread, etc., which are turned out in huge quantities by the experts employed by the firm. Preference is always extended to local products, for which a little more than market price is paid by the management, but the limited

local supply necessitates the importation of large stocks from the eastern markets. Upwards of 400,000 eggs are annually purchased, and these are stored until required in huge concrete baths, the firm also making its own egg pulp. On the premises is a fine well containing an unex-

a perfect medium for all domestic purposes. Consisting as it does of 98½ per cent. of air and 1½ per cent. of petrol vapour the gas has all the advantages of coal gas without its disadvantages. The extraordinary percentage of air renders it non-explosive and odourless. It has

demand, and there being no storage of gas the danger of an explosion is altogether eliminated. A plant capable of supplying 200 lights occupies a floor space of 24 by 24 in., and is to be purchased at a very low figure. The plant is very simple in construction and, once installed, requires practically no attention apart from replenishing the supplies of petrol. The gas may be used for all domestic purposes and is an ideal heating medium for furnaces, blow-pipes, etc., and for work in the laboratory. The system may be readily adapted to hospital requirements, and in the kitchen and laundry work will be simplified and cheapened to a degree hitherto unattainable. JACOB MATTHIAS LOFTHOUSE, Managing Director of Bon Ton, Limited, is an Englishman by birth, having been born at Radcliffe, in Lancashire, in the year 1862. From the age of six he acted as guide to his father who was blind, and was thus prevented from pursuing the studies usual to his years. He gained a liberal education, however, in the school of the world, and at length turned his attention to business pursuits in Manchester for some years, afterwards going to Leeds, where he spent two years. His knowledge of the catering trade was obtained first in his native place, and after sixteen years' experience in this line in the Old Country he went to Canada and engaged in farming pursuits for a couple of years. Subsequently he opened as pastrycook and confectioner in England, and carried on in business for three years, in the year 1899 coming to Australia, where he was first identified with life on the goldfields. From Kalgoorlie he took up a vineyard of 200 acres at Baker's Hill, and followed the wine-making industry until 1903, when he purchased the present business, which was turned into a limited company in 1908. He is connected with the Masonic fraternity, being a member of the Abercorn Lodge, No. 28, W.A.C., and has passed through various chairs, including the office of junior warden. Mr. Lofthouse has been twice married. His present wife, whom he married in 1885, is a daughter of Mr. Joel Bold, of Radcliffe, England, the issue being two sons and two daughters. By the former marriage Mr. Lofthouse had one daughter who takes an active part in the management of Bon Ton, Limited.



Photos by C. E. Farr.

Perth.

haustible supply of pure water, and in the near future this supply will be drawn from as required. Associated with the Bon Ton, Limited, is the Autogene patent air-gas system, which undoubtedly has a great future before it. The gas gives a brilliant and soft light, and provides

great heating and illuminating power, while the cost of production is estimated as being only one-sixth the cost of acetylene gas, and less than half of electricity and gas. By an ingenious contrivance the supply of gas is automatically controlled so that the supply is adjusted to the

vv2



ALBANY BELL, manufacturing confectioner and pastrycook, Dangan Street, Perth, is a South Australian by birth, his native place being the town of Clare, where he was born in 1871. Upon the conclusion of his education he entered the employ of Mr. Richard Honey, timber merchant, of Adelaide, and continued in this connection until 1887. In that year he came to Western Australia and joined the old Perth Confectionery Company, and after about twelve months in the factory of this Company became associated with the drapery trade with the firm of W. G. Hearman, the largest retail draper of the time in the western capital. Three years later he transferred his services to the drapery department of Messrs. Padbury, Loton, & Co., but relinquishing this employ in about a year proceeded to the Upper Murchison and took a post as station-hand on the "Coolgardie Station," spending about the same period in pastoral pursuits on this run. A further connection with the drapery business followed when he entered the service of Messrs. Rice, Saunders, and Co., of Perth, and eighteen months later, in 1893, he joined his mother in a small confectionery business in High Street, Fremantle. This may be said to have been the beginning of the large many-branched concern with which the

name of Albany Bell is linked at the present day. After a year at Fremantle he opened a confectionery shop on his own behalf at Hay

Mr. Bell's Confectionery Works. The following year witnessed the opening of a restaurant and confectionery store in William Street,



Photo by C. E. Farr.  
SITE ON THE GUILDFORD ROAD FOR PROPOSED NEW FACTORY FOR ALBANY BELL.

Street, Perth, where he carried on the manufacture and retail of his goods at the same establishment. In twelve months' time the trade had increased sufficiently to warrant his employing an assistant, for which purpose he engaged Mr. William Anning, who is still in his service, now holding the post of foreman of

which venture was succeeded by a third establishment in Barrack Street, which is undoubtedly one of the finest and most up to date in the Commonwealth, the decorations especially appealing to the artistic sense by their unique and tasteful design. In 1897 Mr. Bell decided to build a factory in Dangan



ALBANY BELL'S ESTABLISHMENTS IN HAY AND BARRACK STREETS, PERTH.

Street, and the premises, three storeys in height and basement, then erected have been added to from time to time until it has been extended to fully four times the original structure. Here the general manufacturing operations for his extensive business are carried on, but already Mr. Bell's enterprise has suggested the supplanting of this large building by a model factory on the banks of the Swan River, within two miles of the Perth Post Office, where he has purchased nineteen acres of land, forming an ideal spot for a factory for the manufacture and handling of foodstuffs and confectionery. The abundant water supply is one of the chief advantages of this site, 100,000 gallons of water per day being available from natural springs on the property. When the federation of the States was accomplished Mr. Bell, to compete with the importation of cheap confectionery, entered into the pastry trade, and from that time has been extending his tea-rooms, which now number six in the city area, one in Fremantle, two at Kalgoorlie, one at Coolgardie, and one at Bunbury; and about 140 hands are employed in connection with these branches. The tearooms now form the largest branch of the business, and visitors to the gold-fields especially express their surprise at finding such up-to-date and artistic rooms in the heart of the mining districts. In Hay Street very large new premises have been recently opened, replacing the old shop established by Mr. Bell

seventeen years ago, and the fact that large crowds are daily supplied with lunch, afternoon tea, and (in

juices for flavourings and maintaining a high standard of excellence throughout. In particular he has



Photo by J. J. Dwyer.

ALBANY BELL'S TEA ROOMS AT KALGOORLIE.

the summer time) with cool drinks at this refectory speaks well for the future of the firm. In 1899 he took a trip to England and America in order to gather further experience in the efficient management of the various departments of his trade, and since his return has added an important feature, viz., the retailing of soft drinks and ices in the season, and has given special attention to the production of all American soda-fountain beverages, using pure fruit

registered a line to which he has given the name of "Sundae," an ice-cream served with a composition of fresh fruits, and this has received

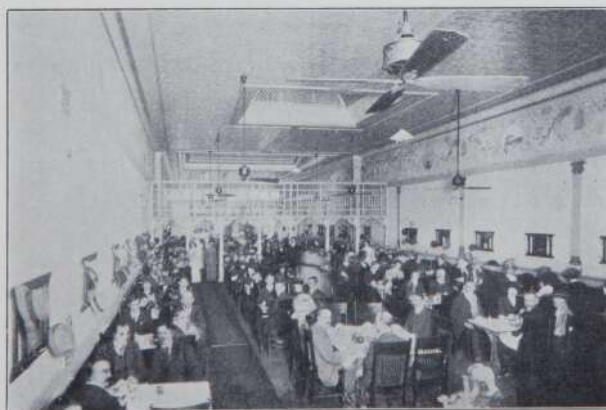
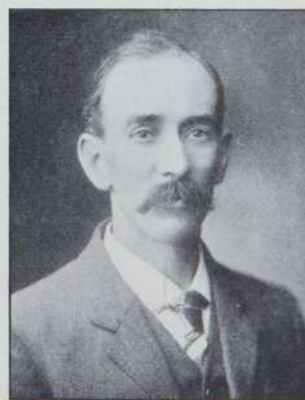


Photo by C. E. Farr.

INTERIOR VIEW OF HAY STREET TEA ROOMS (OPP. SANDOVER'S).



Bartletto,

Perth.

MR. ALBANY BELL.

an instant popularity which seems likely to continue. Dating from October, 1911, the business was formed into a limited liability company by Mr. Bell, who admitted into partnership his two former managers, Messrs. Albert Johnson and Arthur Allen Lightfoot. The

Kalgoorlie hands are all granted a fortnight's leave annually on full pay, when the firm defrays rail expenses and provides for two weeks' board at some seaside resort. In Perth the employés are allowed a fortnight's holiday annually and fares covering 150 miles distance from the capital. Mr. Bell is a Justice of the Peace, his commission dating back to 1909.

JOHN HOBBS, founder of the business of Plaistowe & Company, Limited, confectioners, Marquis Street, Perth, was born at London in 1863 and received his education at a public school in that city. At eleven years of age he entered the firm of Plaistowe & Co., confectioners, of London, and after remaining with them for about nine years severed the connection, only to renew it after a period spent in gaining a further knowledge of his calling in association with various other firms. Again leaving the firm's employ Mr. Hobbs sailed for Western Australia, arriving at Perth on January 13, 1890. Only a few weeks subsequent to this he began business on his own account, trading as the Silver Pan Confectionery Company,



Bartiletto,

Perth.

MR. JOHN HOBBS.

and after continuing for some years was joined by Mr. Hugh Plaistowe, who assisted him in the successful conduct of the concern until 1904, when Mr. Hobbs retired from the business. In 1908 he once more entered the firm which has since

traded under the title of Plaistowe and Company, Limited, and steadily maintains its place in popular favour. Mr. Hobbs is a member of the Chamber of Manufactures of Western Australia, and was the recipient of an inscribed gold watch presented by that body in recognition of his services as President from 1906 to 1907, during which period the Exhibition of Western Australia was held. During the ten years that he has held membership he has filled other offices in the Chamber, and has always taken the keenest interest in all its affairs. He was one of the delegates to represent Western Australia at the conference in connection with the Commonwealth tariff, held at Sydney during the first year of Federation. At the Exhibition referred to the firm was awarded a certificate of merit and a gold medal for its high-class confectionery, prior to which it received an award of merit at the Western Australian Exhibition of 1899.

BELA MAKUTZ, general ironworker and safe manufacturer, Perth, is a son of the late Johann Makutz, of Hungary, and was born in the town of Felső, Banya, Hungary, on September 29, 1857. He commenced his education at the Normal School, where he continued until nine years of age, transferring thence to a college presided over by the Bishop of the Diocese, at which institution he continued his studies for three years. He was then apprenticed to the boot-making trade with his cousin, and served a term of five years, during which he acquired a thorough knowledge of the trade. Relinquishing this connection, Mr. Makutz joined his uncle, a well-known ironfounder of Galatz, Roumania, and after seven years proceeded to Turkey, where he remained for a short time. He next left for Alexandria in Egypt, and for six months was identified with the Carmus Iron Foundry and Engineering Company, eventually joining the staff of the Egyptian Government Arsenal. In this capacity he refitted several of the Egyptian mailboats running between Alexandria and Constantinople with new engines, work which took up the better part of two years. Leaving for Melbourne, where he arrived in 1882, Mr. Makutz immediately obtained a position with Mr. Radtke, as safe-maker, but after four months perceived that there was every encour-

agement to launch out on his own account. Taking the late Mr. H. Ehret as a partner he established a safe-manufacturing business, and upon the latter gentleman's retirement in order to return to Germany formed a new partnership with Mr. T. Barke. This firm carried on for



Bartiletto,

Perth.

MR. BELA MAKUTZ.

six years, but was dissolved at the time of the bank failures in the Eastern States, and Mr. Makutz turned his attention in the direction of Western Australia. In 1893 he came to the Murchison district and settled at Cue, opening a blacksmith's shop, which he conducted for seven months. Selling out, he followed the mining industry with indifferent success for a time, and again visited Melbourne, but not being impressed with the prospects there returned to the Western State. In 1895 he opened in Perth as a general ironworker and safe-manufacturer, and has met with much success in the conduct of this business, having at the present time a staff of about fifty men in constant work. He holds interests in the agricultural industry, owning a property of 7,000 acres at Nugadong, on the Wongan Hill-Mullwa railway, where he engages in wheat-growing on a fairly large scale. Mr. Makutz married in 1885 Cecelia, daughter of the late Mr. Peter Albers, of Melbourne, and has two sons and a daughter. His eldest son, Mr. Ernest Makutz, is associated with his father in the iron foundry, and the younger (Rudolph) assists in the showroom and locksmith and key-fitting branch in William Street, Perth.

The SWAN CAKE & BISCUIT FACTORY (Mills & Ware, proprietors). This business was established in the year 1898 at Cottesloe, its inception being on a modest scale. Sufficient encouragement was accorded the young enterprise to authorize the removal at the end of



Bartletto, Perth.  
MR. WILLIAM MILLS.

twelve months to the present fine manufacturing site on the Mandurah Road, Fremantle, where a massive block of buildings indicates the great establishment, completed with its well-equipped tinsmith's shop and case-making factory, which has been built up within a few years by Messrs. Mills & Ware. The floor space of the factory comprises 30,000 sq. ft., or three-quarters of an acre, and the machinery and general equipment is on the latest lines. The automatic wafer machines are an interesting feature, and four cake ovens, of which the patent steam "decker" ovens are the most recent innovation, are heated from their own furnaces, and bake continuously for eight hours each day. The manufacturing part of the business is done exclusively by men and boys, and as the factory transmutes into biscuits and cakes every week from 90 to 100 sacks of flour, one and a half tons of butter, and 2,000 dozen eggs, besides oatmeal, fruit, etc., a very large staff is employed on this branch, while the labelling and packing is attended to by girls. Thorough cleanliness prevails, and the manipulation of the dough and cake mixtures is done by machinery, the human hand not being allowed to

come into contact with any of the ingredients, and by this means the utmost purity and freedom from injurious microbes is attained, while the thoroughness of the process ensures a never-failing excellence in results. The output of the factory includes over fifty varieties of biscuits, 30 cwt. of goods being turned out in an eight-hour day. The varieties range from the ship's bread and cabin biscuit to the delicate wafer sweetmeat, and include twenty of the richer kinds, the "Queen's Drops" being choice samples of the latter. The wafer delicacy was introduced as a result of a trip to Europe and America taken by Mr. Mills, during the course of which he made it a primary object to acquaint himself



Bartletto, Perth.  
MR. NELSON MILLS.

with all the latest developments of the biscuit trade. At the St. Louis exhibition he saw the first automatic wafer machine at work, one factory alone being equipped with as many as twenty-five of these up-to-date machines, one of which now finds a place in the Swan Cake and Biscuit Factory. The wafers are put up in fancy tins and include the chocolate, ice, lemon, sugar, and vanilla varieties, in addition to the very exquisite cup wafer which enhances the most recherche table decoration with its delicate colour and fairy-like shape. The introduction of the ½-lb. biscuit packet to the retail trade has met with considerable favour, as it does away with the necessity of weighing and packing, with the too frequent result of breakage to the fragile wares. Derby cakes in 6-lb. blocks and 1-lb. Canterbury

cakes are put up in hermetically sealed tins, and are greatly in demand for the country and gold-fields trade. The fruit for both cake and biscuits is imported from the Eastern States and Southern Europe, the Renmark elixir raisins being specially favoured by Mr. Mills, while large quantities of lemonpeel are imported from Italy and consignments of other fruits are received by almost every German steamer calling at Fremantle. The lemonpeel, after being unpacked at the factory, is specially treated in liquor, and when ready for use conveys a full fruity flavour to the mixtures. In recent years locally manufactured flour has been more largely used in the factory, Mr. Mills holding that the virgin wheat of the Western State excels in nutritive qualities the product of the Eastern areas, and since the installation of modern machinery in the mills the dressing of the flour is equal to that of the best Adelaide brands. Constant communication goes on between the biscuit ovens and the packing-room, where deft-handed girls receive and immediately pack the biscuits into tins which are sealed down the following day and transferred to the labelling rooms. Each tin is then labelled on a perfect check system, ensuring



Bartletto, Perth.  
MR. S. J. MILLS.

absolute carefulness among the operatives and salesmen, secret marks on the label recording the whole history of the contents of the package, date of baking, etc. In the dispatch department the tins are cased ready for the wholesale

market, when the firm's waggons convey them to a local destination or deliver to rail, road, or steamboat. The Fremantle dispatch department has always about 3,000 tins of cakes and biscuits in stock, about half that quantity being stored at the Perth Branch, situated in Queen Street. A large trade is done in Messrs. Mills & Ware's self-raising flour and baking-powder, and underneath the dispatch department are capacious cool cellars for the storage of butter and other necessities of the business. All tins are made on the premises, a large press turning the metal into a tin by four blows ready to the hands of the packer. The firm of Mills & Ware has always preferred that its wares should sell on their own merits rather than on the plea of being locally manufactured, and the increasing support given to the industry by the Western Australian public is sufficient evidence of the success of this principle. Mr. Mills is now the sole proprietor, his partner having died during the early years of the enterprise.

LYONS & HART, plumbers, sanitary engineers, galvanizers, ironworkers, etc., 103, Fitzgerald Street,

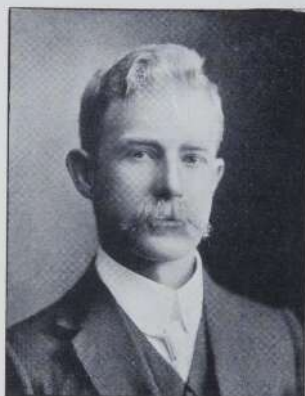


*Bartletto,* *Perth.*

MR. OLIVER CHARLES LYONS.

Perth. (Oliver Charles Lyons and Stanley William Hart.) This business was established in Perth in May 1901, the firm being registered in the following year. At the present time it employs a staff of twenty hands, who are employed chiefly in

the carrying out of Government contract work in connection with the supplying of sanitary appliances to the order of the local Boards of Health. It also undertakes large orders for the wholesale trade, and engages extensively in various works incidental to the trade of tinsmiths, copper-smiths, and blacksmiths. OLIVER CHARLES LYONS was born at Ballarat, Victoria, in 1865, and learned his trade under Messrs. T. J. Connolly & Son, of Melbourne. He remained with this well-known firm of galvanizers and ironworkers for some fourteen years and gradually rose to the position of foreman of the works. In 1891 he opened on his own account at a Beckett Street, in the same city, but after a short time abandoned industrial pursuits in favour of prospecting in Gippsland. In 1894 he came to Western Australia and ob-



*Bartletto,* *Perth.*

MR. STANLEY WILLIAM HART.

tained employment as plumber in the workshops of the Perth City Council, at a later period in conjunction with Mr. Hart establishing the present business. STANLEY WILLIAM HART is also a Victorian, having been born at Richmond in 1873. At the close of his schooldays he engaged in various occupations and spent a few years in the plumbing and coppersmithing trade. In 1896 he came from New South Wales to Perth, and for a period of seven months was identified with the firm of Lapsley & Co. After some subsequent experience on the goldfields he was employed on plumbing work by the Government authorities and later

on in conjunction with Mr. Lyons, undertook certain work for the Perth City Council. This connection resulted in a partnership between the two gentlemen, who ever since have carried on successfully under the above title.

JOHN WILLIAM PORTER, wheelwright and coachbuilder, William and Newman Streets, Fre-



*Bartletto,* *Perth.*

MR. JOHN WILLIAM PORTER.

mantle, is a son of the late Mr. Milson Porter, of Gloucestershire, England, and was born at Coleford, in that county, on October 2, 1861. He received his scholastic training at the Church of England School in his native town, and coming to Western Australia in 1891 took up his residence at Fremantle, where he has continued ever since. Mr. Porter purchased his present business from his brother-in-law, Mr. R. H. Tyler, in 1903, and has conducted it successfully on his own account from that time onward. He is a member of over thirty years' standing in the Ancient Order of Foresters, and has three times passed through all the chairs of that Order. Since the opening of the Church of England at Beaconsfield, near Fremantle, he has taken an active interest in its management and now holds office as warden of the Church. He is a warm advocate of all healthy outdoor sport. Mr. Porter married in June, 1887, Catherine, daughter of the late Mr. William Tyler, of Coleford, England, and has a son and a daughter.

## General.

FRANCIS JOHN WAYMAN, Director of the Ceylon Bureau, Surrey Chambers, St. George's Terrace, Perth, was born at Liverpool on March 15, 1869, and is the son of the late Rev. James Wayman, of Blackpool, Lancashire, England, one of the foremost Congregational ministers in the north of England, and President of the North Lancashire Liberal Federation. The Rev. Mr. Wayman was the founder of *The Blackpool Times*, now the leading Liberal organ in the Fylde division of Lancashire, and also one of the founders of the National Liberal Club in London. Mr. F. J. Wayman's mother, who died during his early boyhood, was a daughter of the late Captain Francis Eldon Jenkins, of Dublin, and a member, on her mother's side, of the Galway Joyces, one of the oldest families in the west of Ireland. Mr. Wayman was educated in London and abroad. Returning to the Old Country, after a brief journalistic experience in Lancashire, he proceeded to London at the age of twenty-two, and read with the late Mr. M. Alexander and Mr. W. J. Lucas, of Wimbledon, with a view to entering the Inner Temple as barrister, but he abandoned law and continued newspaper work. He later acted as London correspondent to *The Weekly Irish Times and Evening Telegram*, St. John's, Newfoundland. His attention was next claimed by the first halfpenny morning paper in London, *The Morning*, now *The Daily Express*, on which he occupied the position of News Editor until 1898, when he went to Ceylon as Assistant Editor to *The Ceylon Standard*. Five months after, on the death of Mr. Windus, he was appointed Editor of the same paper. On account of his failing health, in 1900 his medical adviser, Dr. Fairlie, now of Harley Street, London, recommended a trip to Western Australia as likely to be of benefit to him. Mr. Wayman accordingly visited the Western State, and was so delighted with the salubrious climate, at the same time recognizing the great possibilities of opening up trade relations between Western Australia and Colombo,

that upon his return to Ceylon he commenced an agitation for reduced fares between the two countries. By representing the enormous advantages of Western Australia as a health resort for Anglo-Indians, and by continuous agitation during the following five years for cheap tickets between Western Australia and Colombo, Mr. Wayman at length had the satisfaction of seeing the mail steamship companies granting the reduction of fares upon the lines he urged. In January, 1905, he resigned his position as Editor of



Bartolto,

Perth.

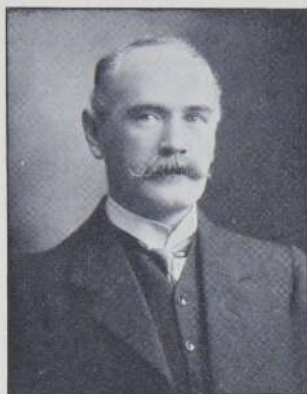
MR. FRANCIS JOHN WAYMAN.

*The Ceylon Standard* on account of his health and went on a tour through Europe, the United States, and South Africa. Not finding complete restoration to health he was advised to proceed to Western Australia, where he arrived in the latter part of 1905, joining the literary staff of *The West Australian*, of which he remained an active member for two years. In 1907 one of Ceylon's leading commercial men, Mr. Walter Shakespeare, F.R.C.I., visited Australia and suggested that the work which Mr. Wayman had carried out in Ceylon could best be supplemented by a representative bureau in Australia. The result was that in March, 1908, the Ceylon

Bureau was opened with considerable éclat at Fremantle, Mr. Wayman becoming Director and giving a public luncheon to celebrate the event. Shortly afterwards it was considered advisable to remove the offices to the capital, and with the establishment of the Bureau in Perth tourist traffic and commercial relations between Ceylon and Western Australia increased enormously, this State sending more visitors in proportion to population to Ceylon than the rest of Australia combined. Mr. Wayman was the originator of the annual Ceylon dinner at Perth, which at once became one of the social events of the year. He has entire control of the Ceylon Bureau in Australia. He is the representative in Western Australia for *The Times of Ceylon*, one of the leading papers east of Suez, the editor of which, Mr. F. Crosbie-Roles, F.R.C.I., is most keenly and sympathetically interested in Australian-Anglo-Indian work. Mr. Wayman is a contributor to *The West Australian* under the noms de plume "Nauticus," "F.J.W.," and "Anglo-Indian," is a Justice of the Peace and a public speaker, frequently taking the platform as a lecturer on various questions. In October, 1906, he married Miss Helen Louise Williamson, of Croydon, Surrey, England, a grandniece of General Sir Edward Huthwaite, long associated with the famous military colleges at Addiscombe and Sandhurst. Mr. Wayman resides at Mount Lawley, where he named his place "Peradeniya," after the famous Royal Botanical Gardens near Kandy, Ceylon.

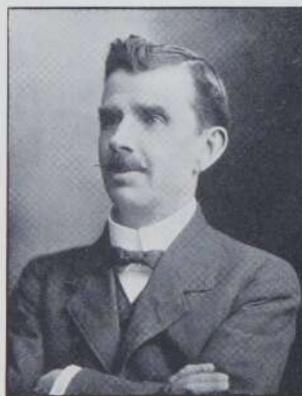
HOURIGAN & DEMPSEY, barristers and solicitors, Samson's Buildings, 33, Barrack Street, Perth. (Richard Edward Hourigan, LL.B., and Richard Francis Dempsey, LL.B.) RICHARD EDWARD HOURIGAN was born at Geelong, Victoria, in 1869, and received his education at the Christian Brothers' College, Wakefield Street, Adelaide. At the close of his schooldays he was articled to the legal profession under the Hon. P. McMahon Glynn,

M.H.R., barrister and solicitor, of Adelaide, and also became a student in law at the University of Adelaide, where he obtained his LL.B. degree in 1893. In 1896 he arrived at



*Bartletto, Perth.*  
MR. RICHARD EDWARD HOURIGAN.

Perth, and was admitted to the Bar in Western Australia in March of the following year. For two years he carried on practice at the mining towns of Kalgoorlie and Kanowna, and in September, 1899, returned to



*Bartletto, Perth.*  
MR. RICHARD FRANCIS DEMPSEY.

his native State, being admitted to the Victorian Bar in May, 1900. Mr. Hourigan established himself in his profession at Geelong, where he remained until March, 1906, when he again sailed for Western Australia,

and in April resumed practice at Kalgoorlie. A couple of years later he came to Perth and opened his present offices in Samson's Buildings, Barrack Street, where he has since continued. As his practice increased Mr. Hourigan found it necessary to obtain assistance, and a correspondence with Mr. R. F. Dempsey terminated in the arrival of that gentleman in Western Australia. Mr. Dempsey had graduated in laws in the Adelaide University and had been managing clerk in the office of the Hon. P. McM. Glynn, M.H.R., Adelaide, for eleven years. He left the office of that gentleman to join Mr. Hourigan. Following the admission of Mr. Dempsey to the local Bar in March, 1911, a partnership was arranged, and the firm has since conducted business under the style of Hourigan & Dempsey.

Captain ADOLPH RUDOLPH WILLIAM BUTTNER, Administrative and Instructional Staff Officer, stationed at Kalgoorlie, was born at Ravenswood Junction, North Queensland, on December 4, 1881, and is the eldest son of Mr. F. W. A. Buttner, mine manager, of Charters Towers, Queensland. He attended the Central State School at Charters Towers, and at thirteen years of age was appointed a pupil teacher of that institution. Six years later he received the appointment of assistant teacher in the same school, where he remained until the early part of 1911. His first military experience was gained in the Kennedy Infantry Regiment, which he joined as a private in 1901, and by degrees rose to corporal, sergeant, and colour-sergeant. In 1906 he was appointed provisional second lieutenant, which promotion was succeeded by a lieutenancy in the following year. Six months later he passed successfully his examination for captain and was duly gazetted to that rank in the Kennedy Infantry Regiment, in which he held the appointment of Adjutant. Before leaving the militia for the permanent staff he passed for his Majority. He was transferred to the permanent staff after passing the necessary examination in December, 1910, with the rank of Lieutenant and holding the army rank of Captain. This transfer took place on February 1, 1911, and Captain Buttner served on the Instructional Staff in New South Wales until early in 1912, when he was further trans-

ferred to Western Australia. Whilst resident in New South Wales he attended lectures at the University of Sydney and was awarded from this institution the Certificate of the Department of Military Science. He has had considerable connection with rifle shooting circles in Queensland, and was a member of the Kennedy Rifle Club during the whole of his period of connection with the Regiment there. He is a lover of outdoor sport generally and a strong advocate



CAPTAIN A. R. W. BUTTNER.

for healthy athletic exercise. Captain Buttner is a member of the Naval and Military Club, Barrack Street, Perth.

Lieutenant ARTHUR GEORGE SAUNDERS, of the Physical Training Instructional Staff of the Commonwealth Military Forces, is a son of Mr. M. J. Saunders, civil engineer and contractor, of Wicklow and Dublin, Ireland, where he was born on May 30, 1884. He received his educational training at various academies, concluding his scholastic career at King's Hospital School, and subsequently entered the Civil Service of Ireland, where he remained until 1901. He then joined the Hussars, and at a later date became fencing and gymnastic instructor in this Corps, with which he continued for over seven years. In 1909 he came to Western Australia and accepted the post of Physical Director to the Young Men's Christian Association in Perth, resigning to enter upon his present duties of Instructor of Physical Training in Western Australia

in 1911. He is a competent instructor in all branches of physical training, and teaches according to the most modern methods employed on the Continent, boxing, fencing,



Bartletto, Perth.

LIEUTENANT ARTHUR GEORGE SAUNDERS.

swimming, and life saving, etc., with very successful results. He is an expert rider and a good shot, and holds the award of merit from the Royal Life Saving Society. He makes a hobby of his work, and devotes his spare time to further study in the various branches of training, procuring the latest, most up-to-date works on the subject, and keeping himself in touch with everything that may promote the ends towards which he is working.

**WILLIAM BOXALL**, dental surgeon, Barrack Street, Perth, is a son of the late Mr. Alfred Boxall, brewer, of Lithgow, New South Wales, and comes of an old English family. Born at Invercargill, New Zealand, on November 18, 1861, he received his education at various schools in the Victorian capital and in his early teens became articled to the well-known Collins Street dentist, Mr. D. McGregor. Having assiduously applied himself to the practice of dentistry under this gentleman, he continued with him in all for eleven years and spent a subsequent three years in Sydney with Drs. Arthur Cox and Bennett. In 1897 he came to Western Australia, and proceeding to Kalgoorlie carried on an extensive practice in this

centre for fourteen years. At the end of that period he left the goldfields and established himself at 134, Barrack Street, Perth, where he has since practised his profession and has built up a good connection. Mr. Boxall is an honorary life member of the H.A.C.B.S. He belongs to the Celtic Club and is Vice-President of the Perth Rifle Club, his favourite recreation, however, being motoring, in connection with which the Automobile Club claims him as an adherent. In 1893 he married May Josephine, daughter of the late Mr. James O'Brien, of Daylesford, Victoria, and unites with this lady in the assistance of many charitable objects. Mrs. Boxall is well known throughout the community for her wide sympathies and practical in-



Bartletto, Perth.

MR. WILLIAM BOXALL.

terest in charity bazaars, entertainments, etc., which is extended to the efforts of all communions, although the Roman Catholic Church claims her special adherence. Their family consists of three sons and two daughters.

**JOHN JOSEPH HIGHAM**, J.P., was born at High Street, Fremantle, on September 14, 1856, and is a son of the late Mr. John Henry Higham, who arrived in Western Australia in 1853. He first attended a local State school, afterwards continuing his studies at the Bishops School, in Perth, and at a later date was sent to the Camden Collegiate School of Sydney, New South Wales.

In 1876, having completed his scholastic course, he returned to his native State and entered upon a mercantile career in the business house, then conducted under the style of M. Higham & Sons, which he, as surviving partner, carried on until 1890. In that year, disposing of his interests, he opened business on his own account at Pakenham Street, Fremantle, establishing a special connection with the newly-discovered goldfields, and carried this on for some considerable time. He is now concerned in house, land, and general estate agency and valuing business on a large scale, and has admitted into partnership his son, Mr. Frank G. Higham. For many years Mr. Higham was connected with the municipal life of Fremantle, representing the business ward of the municipality at the Council table; and in 1896, upon the death of the late Hon. W. E. Marmion, he became an aspirant for political honours, and was returned to represent Fremantle district, retaining the seat until he withdrew from active Parliamentary life. He has always identified himself with public and educational movements and has been chairman of the Technical School Advisory Board for some considerable time. He has also acted as Trustee of the Fremantle Cemetery Board. He received his commission of Justice of the Peace from the Forrest Government in 1897. In 1882 he married Edith, daughter of the late Mr. John Bateman, of Fremantle, and has four sons and a daughter. **FRANK GAYTON HIGHAM**, partner in the business of J. J. Higham, was born at Fremantle on November 21, 1886. He received his education at the Fremantle Grammar School and at the Scotch College, Claremont, at the close of his studies joining the well-known firm of G. Wood, Son, and Co., with whom he remained for nearly six years. He then accepted the position of travelling representative for the Union Stores, Limited, which he resigned to enter upon the duties of accountant to Messrs. Frank Manford & Co., and two years later was admitted into partnership with his father in the land and estate agency business at Fremantle. Mr. F. G. Higham owns his own motor launch, the "Ione," on which he spends his leisure hours, and in earlier days he was very fond of sailing, but has now given up that form of diversion in favour of the motor.



PEET & COMPANY, Limited, estate and financial agents, 46, St. George's Terrace, Perth. This progressive firm has been associated with the development of the City of Perth for a lengthy period. It was established as far back as 1894 with offices in William Street and has steadily extended its operations until at the present time they reach to the remotest parts of the metropolitan area. The firm is agent and attorney for several land companies and syndicates, the business in connection with which entails the management and distribution of ninety-six estates in the city and suburbs, beside which it is interested in large areas at Roleystone, Kelmescott, Jandakot, the Harvey, and other localities. In addition to the ordinary transactions in the sale of houses and lands it has a special auctioneer (Mr. W. H. Dunn) to conduct that department of the business and an architect (Mr. A. E. Clarke), who attends to the planning and erection of homes which are financed more or less upon the instalment plan, this feature in connection with land business practically being introduced into this State by Mr. Peet when he settled in Perth. JAMES THOMAS PEET, the head of the firm, was



Bartletto, Perth.

MR. JAMES THOMAS PEET.

born at Nottingham, England, and after concluding his scholastic career at Taunton's Endowed School Southampton in 1882 he joined the Ordnance Survey in the same town, of which Sir Charles Wilson, K.C.B., R.E., was Director-General, South-

ampton being the head office of the Government survey of the British Isles. Subsequently he was drafted to the division of detailed survey field work at Yeovil, Chard, Ilminster, and other districts, gaining valuable experience in this way for his later career. After a period as draughtsman in the photo-zinco-graphic department of the Southampton office, in 1887 Mr. Peet sailed for Queensland and was employed for a time as draughtsman in the Survey Department of that State. Drawn to Victoria by the attraction of the Melbourne Exhibition and the land boom, then at its height, Mr. Peet joined Messrs. Chafey Brothers as draughtsman in connection with their Mildura and Renmark irrigation schemes. After completing this agreement he entered upon land agency business as Manager for Mr. Callaghan, of Swanston Street, Melbourne, at that time the leading land agent of Victoria. In 1891, while still resident in Melbourne, he formed a partnership with Mr. Austin Bastow, J.P., who in after years became a well-known resident of Western Australia and sometime Mayor of Subiaco. Three years later the present Company was founded in Perth, the offices at a later date being transferred from William Street to St. George's Terrace, where it operates at the present time. In 1898 Mr. Peet was appointed sworn valuator and in the following year Government land agent, and is now admittedly first in his line of business in the State, his knowledge of the land in the city and surrounding suburbs being of a most comprehensive character and including acquaintance with the fauna and flora of each locality. It has been aptly said that a day spent with him as guide is as good as a Western Australian history lesson to the intending investor.

HEINRICH WALTER BEVILAQUA, mortgage and investment broker, sworn valuator, attorney, and agent for absentees, etc., Weld Chambers, Perth, was born at Blumberg, South Australia, on March 14, 1868. His boyhood was spent in the south-eastern districts of the State and at Lyndoch, where he received his early education. Upon the conclusion of his scholastic career at Whinham College, North Adelaide, he entered the office of his father, Mr. F. M. H. Bevilaqua,

for a few months, and in 1883 joined the staff of the old Bank of South Australia, where Mr. H. D. Holmes, now General Manager of the Western Australian Bank, Perth, was engaged in the Branch Inspector's Department. After a varied



Bartletto, Perth.

MR. HEINRICH WALTER BEVILAQUA.

experience at the head office and at country branches he was transferred in 1891 to the newly-established business of the Bank in Melbourne, but foreseeing the financial crisis which led to the absorption of that institution by the Union Bank of Australia, Limited, and coming under the spell of Western Australia through personal and press reports, he relinquished the service in May, 1891, and came to Perth under engagement to the Western Australian Bank, of which Mr. H. D. Holmes had assumed management. Determined to make the most of the forward movement that had begun in the Western State Mr. Bevilaqua worked early and late in the interests of the Bank under the immediate supervision of Mr. Holmes, and in the course of fourteen years occupied practically every responsible position in the head office under that of General Manager. On account of a suggestion by the Board of Directors following the discovery of defalcations by one of the staff, that he should accept the management of a country branch, he resigned his position of accountant on June 30, 1905, and joined the firm of Peet & Co., Limited, estate and financial agents, Perth. After a close connection with this progressive com-

pany, on July 1, 1907, he retired from the more active management of the firm's affairs and commenced business on his own account at Forrest Chambers, as mortgage and investment broker, in February of that year, still retaining an interest in Peet & Co., Limited, and continuing to act as one of their directors. In February, 1909, the increase of the business demanded larger and more central premises and removal was made to the front offices in Weld Chambers, at present occupied by him. Mr. Bevilaqua does little advertising, but as the outcome of his endeavour to give constituents the best and most straightforward advice dictated by his experience the business has gradually expanded and become an important factor in the development of the city, suburban, and country districts. Through the principle of encouraging the reduction of liabilities on the banking or instalment plan many of all classes are being enabled to free their homes and holdings in a way not generally found possible heretofore. In addition to being a Director of Peet & Co., Limited, Mr. Bevilaqua is on the local directorate of the London and Lancashire Fire Insurance Company and of the Western Australian Tobacco Manufacturing Company, Limited.

**JAMES BREBBER, J.P.**, is a son of Mr. George Forbes Brebber, general merchant, Glenkindie, Strathdon, Aberdeenshire, in which county he was born. He received his education at a public school, and at the close of his studies entered into the building trade. In 1877 he proceeded to Glasgow, and in the following year was appointed Secretary of the United Trades Committee. Upon the failure of the Glasgow Bank in 1879 Mr. Brebber left for London, where he received the appointment of Secretary to the United Trades Council in 1881, and was elected by the General Council of the Association to represent them in Manchester in 1885. During the winter of 1882-3 he served on the Islington branch of the Lord Mayor's Committee for the distribution of a fund of £91,000 among the poor of London. In 1887 he took passage for Western Australia, two years later leaving the Western State for Victoria, where he remained for some four years. In 1893 he re-

turned to Perth and in 1897 entered into business as a land and estate agent. Mr. Brebber is also a sworn valuator, his business address being 656, Hay Street. He early evinced a strong interest in municipal matters and received election to the Perth City Council in 1897, serving as a member of this body for nine years, in 1901 filling the office of Chairman of the City Decorations Committee at the time of the reception of the Duke and Duchess of York, for which service he was accorded a letter of thanks from the Council. He entered Parliament as representative for the North Perth constituency in 1906, retaining the seat for three years. He received his commission of Justice of the Peace for the Perth magisterial dis-



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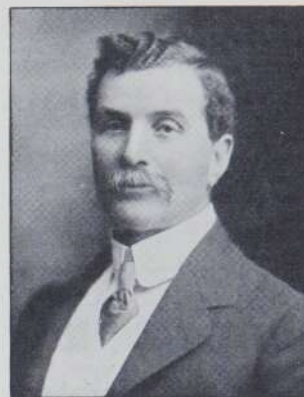
Perth.

MR. JAMES BREBBER.

trict in 1906. Mr. Brebber is a member of the Caledonian Society, in which he has been Chief for two years and Secretary for a similar period.

**JOHN GEORGE MILNER, F.F.I.A., J.P.**, land and estate agent, William Street, Perth, was born at Balmoral, in the western district of Victoria, in 1868. He is a son of the late Mr. John Milner, an Ex-Mayor of Buninyong, Victoria, his parents having moved to Ballarat when he was an infant, and subsequently to Buninyong, made famous by being the first place where gold was discovered in that State. Mr. Milner received his primary education at a State school and afterwards

at Grenville College, Ballarat, from which institution he passed the Civil Service examination in 1885 and the matriculation examination of the University of Melbourne in the following year. Shortly after leaving school he was successful in the



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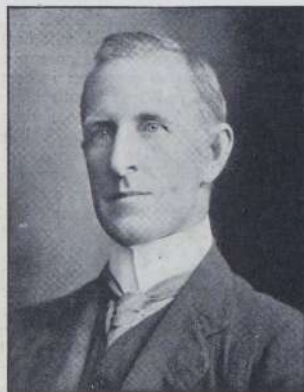
Perth.

MR. JOHN GEORGE MILNER.

examination for the clerical division of the Railways Department, but preferring commercial life obtained a position with the firm of Macmeikan & Co., estate agents, etc., of Collins Street, Melbourne. He remained for ten years with this firm, and during this period occupied several important positions in connection with public companies, and was elected a Fellow of the Federal Institute of Accountants. In 1894 he proceeded to Hobart on behalf of the National Wool Company, and in 1895 and 1896 visited several districts of New South Wales for Goldsbrough, Mort, & Co., Limited. While filling this engagement he received an offer to join his old employers in Perth and arrived at Fremantle in August, 1896. Twelve months later he accepted the position of manager for Peet & Co., Limited, which position he retained for over seven years, when he founded the present firm of Milner & Co., estate and financial agents, in Perth. In 1906 he was appointed a sworn valuator under the Transfer of Land Act, 1893. Mr. Milner has always taken considerable interest in political and municipal affairs, and was one of the founders and the first President of the East Ward Ratepayers' Association of North Perth,

which inaugurated the Greater Perth movement and other important matters. After holding this position for eighteen months, in November, 1905, he was elected Mayor of North Perth, defeating Mr. R. S. Haynes, K.C., the previous occupant of the mayoral chair. At the close of his first term of office Mr. Milner was re-elected by a large majority, and in the following year he was again returned, on this occasion enjoying a walkover. On March 9, 1906, he was appointed a Justice of the Peace for the Perth magisterial district. He has filled many positions in the Masonic fraternity and is a Past Master of the order. A prominent playing member of the Williamstown Cricket Club in Victoria he has always been a supporter of all forms of outdoor recreation. In 1898 he married Ellen, youngest daughter of Mr. George Paine, contractor of Newport, Victoria, and has two sons and two daughters.

**HENRY CARINGTON SEWELL, J.P.**, head of the firm of H. C. Sewell & Co., land and estate agents, 42, St. George's Terrace, Perth, is a son of the late Mr. William Sewell, of Cannobury, Balwyn, Victoria. He was born at Hamilton, Victoria, and acquired his



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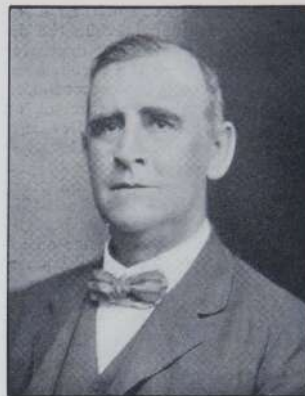
MR. HENRY CARINGTON SEWELL.

scholastic training at the Kew High School and the University in that State, upon its conclusion entering the Commissioners' Branch of the Melbourne Savings Bank, in which service he continued until his de-

parture for Western Australia in 1896. Upon arrival he went to Kalgoorlie, where he commenced business as a land agent in 1904, transferring the scene of his operations to Perth. During the lifetime of Sir Arthur Stepney he held the Baronet's power of attorney and managed his estates in Western Australia. His first connection with public life began at Kalgoorlie, where he was elected a member of the Roads Board, and in 1904 he filled the position of Chairman, retiring from the Board upon his departure for Perth. In 1910 he received his commission of Justice of the Peace. He is a member of the Perth Golf Club and finds recreation in this ancient pastime. He married Katherine, eldest daughter of the late Captain Butcher, of Albany.

**CHARLES EDMUND STRODE HALL**, agent for the Manning Estates in Western Australia, is a son of the late Captain George Hall, of the 52nd Oxfordshire Light Infantry, and Governor of Parkhurst Prison, where the gentleman under review was born on February 6, 1861. His maternal grandfather was Colonel George Gawler, K.H., the second Governor of South Australia, who was the first to combine the powers and duties of Resident Commissioner and Governor, having been gazetted to both offices. Mr. Strode Hall was educated at Christ's Hospital, London, and obtained the premier pass from the Royal Mathematical School. He has followed various callings during the course of his lifetime, for a number of years being engaged in marine pursuits. He holds a master mariner's certificate and was connected with the Orient Company prior to the inauguration of steamers on that line. He occupied certain public positions in the Federated Malay States, whence he first arrived in Western Australia in May, 1884, on which occasion he remained for six months. In the following year he spent a similar period in the State, during which time he was engaged in the pearling industry in the Nor'-West. His next visit was in 1894, when he was travelling between Western Australia and Singapore for a Singapore firm, and in February, 1898, he left the coast, and from that time onward was resident in the Federated Malay States and Singapore until he finally settled in Western Aus-

tralia in March, 1911. Immediately preceding his arrival here Mr. Strode Hall was Secretary to the Selangor Turf Club, and has held many similar positions. He married on May 26, 1897, Florence A. Manning, daughter of the late Sir Wal-



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**MR. CHARLES EDMUND STRODE HALL**, lace Bickley, Bart., well known for many years in Fremantle as Mr. Wallace Bickley, never having used the title, and widow of the late Mr. L. S. Manning, of Davilak, Fremantle.

**WALTER MERVYN PETERS**, farmers and land selectors' agent, and auctioneer, Cathedral Avenue, Perth, is a son of Mr. Frederick Augustus Peters, and was born in 1868. The early years of his life were spent with his parents in South Africa, and he was present at the siege of Pretoria in 1881 as Officer's Orderly under command of Major Bainbridge, being again associated with military life during the Boer campaign of 1899-1904, when he was identified with the Intelligence Department, subsequently being selected by the Natal Government to act as guide to the Transvaal Cape contingent during its march to Zululand in connection with the native rising of 1906. All through life Mr. Peters has been closely associated with farming pursuits, and has had a great deal of practical experience in dry-farming methods, which are claiming the attention of the agriculturists of to-day. In 1908 he arrived in

Western Australia and took up 4,000 acres of land in partnership with another gentleman in the Kellerberrin district, but ultimately sold out his share in this property. Recognizing the growing need for an advisory head outside of the



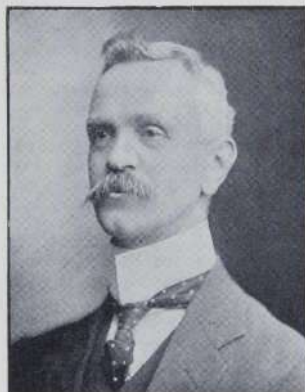
*Bartletto, Perth.*

MR. WALTER MERVYN PETERS.

Lands Department, Mr. Peters established a Farmers and Selectors' Agency to act in conjunction with the department and to aid its efforts in obtaining suitable settlers for the development of the country. The Agency takes the newcomer in hand upon his arrival in the State, and Mr. Peters' long experience enables him to give the best possible advice in regard to land selection. The many letters of thanks which he has received from satisfied and grateful clients testify to the fact that the Agency is filling an important niche in the economy of the State. Mr. Peters holds the agencies for the Cyclone Fence Company, the Commercial Union Assurance Company, the Mount Lyell Railway and Chemical Company, Limited, and the National Mutual Life Association of Australasia. Outside of business pursuits he takes a lively interest in the moral and general welfare of the community, and holds the office of Social Secretary to the Y.M.C.A., being also Vice-President of the Cricket and Lacrosse Clubs in connection with the same institution, the latter club possessing the premier team in B Grade. He is also Vice-President of the Perth Branch of the Overseas Club, and acts as superintendent of the Burs-

wood Congregational Sunday-school. Mr. Peters married Frances, daughter of Mr. A. T. Goodchild, of Diamond Field fame, who obtained the 33rd degree in Freemasonry, and has a son and three daughters.

UGO EDMONDO BERTOLI, land selectors' agent, Barrack Street, Perth, was born in Switzerland in 1865, and received his education in Victoria, having come to Australia with his parents at the early age of four years. He trained for the teaching profession and for three years was engaged as junior master in the State schools of Victoria, relinquishing this service to engage in farming pursuits. In conjunction with his father he followed this in-



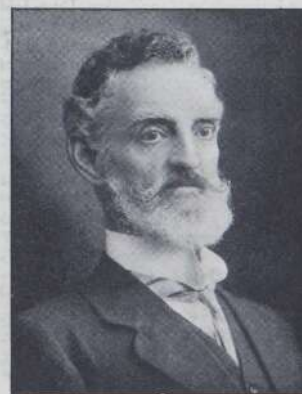
*Bartletto, Perth.*

MR. UGO EDMONDO BERTOLI.

dustry in the Charlton district of Victoria for about seven years, during which period he obtained an excellent practical knowledge of agriculture. In 1892, leaving his adopted State for South Australia, he took a position as correspondent to an Adelaide firm, and five years later came to the Western State, where he entered the Lands Department of the Government Service. After continuing in this connection for fourteen years in December, 1910, Mr. Bertoli established himself in business on his own account. Having risen from a junior post to that of Assistant Under-Secretary in the Lands Department he had gained a wide experience in business matters connected with land

and his practical knowledge acquired during earlier years has also stood him in good stead and fitted him in a special way for the general demands of his business. Mr. Bertoli resides at Queen's Park and at one time occupied the office of councillor in the local municipal body, which seat he retained for two years.

S. B. DEVENISH & SON, auctioneers and accountants, land, commission, insurance, and financial agents, James Street, Guildford. STEPHEN BALDWIN DEVENISH, Senior Member of the above progressive firm, is the second son of the late Mr. Henry Thomas Devenish, of Guildford, Western Australia, and was born on October 17, 1852. He was educated at Perth and Guildford, and upon leaving school at the early age of fourteen years entered the service of the late Henry Gray & Co., merchants, of Geraldton, and subsequently the well-known firm of Padbury, Loton, and Co., merchants, of Perth and Guildford, with whom he was connected for over fourteen years. When quite a young man Mr. Devenish had some experience in pearling at Shark Bay when this industry was in its infancy, and has vivid recollections of stirring events and hardships endured while there, finishing up with



*Bartletto, Perth.*

MR. STEPHEN BALDWIN DEVENISH.

a tramp overland from Shark Bay to Geraldton, a distance of over 230 miles, in company with Messrs. Fred. and Charles Piessé, of Katanning. Mr. Devenish established the present business at Guildford about fourteen

years ago, and by close attention to the demands of his clientele succeeded during the ensuing years in developing the germ of land agency with which he commenced to a concern of the present comprehensive character. He is Secretary to the Swan Building Society, and though having little time to spare for the obligations of public life has acted for many years as auditor to the local Municipal Council. He is an enthusiast in the culture of roses and can boast of over 200 varieties in his beautiful garden at Guildford. Mr. Devenish married Elizabeth, daughter of the late Mr. James Brittain, of Western Australia, and has three sons and two daughters living.

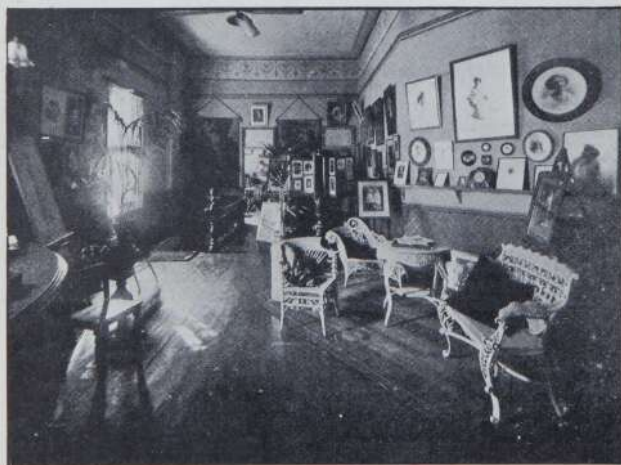
The BARTLETTO STUDIOS, 673, Hay Street, Perth. The value of photography as a national asset cannot be assessed in so many pounds, shillings, and pence. By means of its multiple processes the public mind has been wonderfully enriched. Light has been shed upon the history of the years, the pulses of the world's inhabitants made to throb, and posterity placed under a heavy debt of gratitude, from which it has no desire to escape. The origin of photography may be traced to the early part of the nineteenth century, and upon the foundation thus laid down has been raised and perfected a wonderful structure of art. Photography to-day is a combination of art and science, holding little in



THE BARTLETTO STUDIOS.

common with the elementary efforts in black and white which caused our ancestors to marvel greatly. The negative received from the hands of the expert operator is but a skeleton, which, passing to the retoucher, undergoes a transformation almost as complete as that sustained by the chrysalis, resulting in the marvellous portraiture which is a source of constant delight to the beholder. In the wide field of modern photography no firm is more worthy of premier position than Bartletto, which, since its inception in Perth in 1897 has mastered the art in all its intricacies and established an unimpeachable

reputation as the most advanced portrait photographers in the Commonwealth. Bartletto Studios specialize in every branch of photography, and their India proof work, printed on platinum and mounted on vellum, is particularly beautiful; in fact, the whole of their productions are worthy to rank with the best American, English, and Continental portraiture. Enlargements and copy-



RECEPTION ROOM, BARTLETTO STUDIOS, PERTH.



Bartletto, Perth.

MR. F. GUY MANNERLING.

ing from old and faded photographs is work which here is probably carried to a finer point than in any other part of Australia, and so skilfully are the lights and shades handled by the artist that one finds

it difficult to realize the total absence of colour. The firm is also an exponent of fine-art photography in miniatures and colour work, which when finished in aqua tint cannot be surpassed for delicacy and absolute charm. The slight photographic basis is cleverly combined with the skill of the artist, resulting in a study exquisite in its pervading daintiness. The studio galleries and entrance are crowded with examples of the firm's photographic art, and the directors always appreciate a visit from persons of culture and taste, at whose service they readily hold themselves disposed, knowing full well that the artistic sense will revel in the personal observation and gather a more comprehensive view of the delicate nuances than it is possible to outline in cold type. F. GUY MANNERING, in whose hands is centred the general management, is a Victorian, having been born in that State in 1870. He joined the firm of Bartlett Brothers, photographers, Bendigo, in 1885, since when he has been actively connected with photography with various firms. In 1898 he came to Western Australia, and in conjunction with Mr. Bartlett founded the present firm, which early became recognized as the leading studio in Perth.

ALBERT CLERK, Government Auctioneer, Trustee Chambers, Perth, was born in Victoria in 1850. He was educated at Haileybury College, England, and at the close of his schooldays engaged in pastoral pursuits, with which he was connected for many years. In 1888 he came to Western Australia and took over the management of a large livery and letting stables, which he conducted successfully until 1893. At this period he joined in partnership with Mr. Theo. Lowe and continued in this connection for about three years, subsequently being associated with Mr. Samuel Grimwood in business in Tattersall's Horse Bazaar. On April 5, 1900, he was appointed Government Auctioneer in the above concern, and having dissolved partnership with Mr. Grimwood carried on his own business as stock and station agent in conjunction with the duties attached to this position. Since his appointment Mr. Clerk has conducted many large sales, which have included important opening sales at centres where townships have since

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sprung up in different parts of the State. Mr. Clerk also holds the appointment of Auctioneer in Western Australia for the Commonwealth Government, and has charge of the sales in connection with the Post Office and the Customs Department.

AUGUST KNAPP, B.O.A., optician, 25, Barrack Street, Perth, is a son of the late Mr. Hermann Knapp, Professor of Languages and Mathematics at the Brisbane Grammar School. He was born at Manchester, England, on August 31, 1875, and at an early age left for Queensland, where he received his education. Upon leaving school he was articled to Mr. Alfred Clarke, optician, of the firm of Messrs. Flavelle Brothers & Roberts, of

in this State in 1897. Two years later Mr. Clarke admitted him into partnership, and in April, 1900, upon the departure of his principal from Western Australia, Mr. Knapp took over the business on his own account, and has conducted it successfully ever since. He is thoroughly conversant with all branches of his profession, having an expert knowledge of refraction and all anomalies connected with the sight, and occupies a position in the forefront ranks of similar practitioners in Western Australia. He was elected a member of the British Optical Association in 1900, and is optician to the Home of Peace, Subiaco; to the National Rifle Association; and to the Hospital for Sick Children, Perth. In 1904 Mr. Knapp married Maude Willis, sister of Mrs. C. S. Toppin, of Perth.



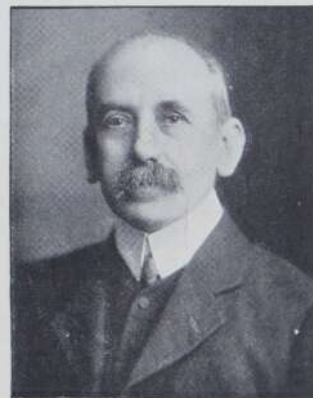
Bartletto,

Perth.

MR. AUGUST KNAPP.

Brisbane, with whom he remained for three years, during which period he obtained a thorough acquaintance with all the details of the mechanical part of the business. Suffering from indifferent health he relinquished his studies and proceeded to the Darling Downs, where for six years he was identified with pastoral life on a sheep station. Having regained his normal strength he entered Campbell's Steam Joinery Yard as machinist, and continued in this connection for about six months. Mr. Alfred Clarke having decided to establish himself in practice in Perth, Western Australia, at about this time, invited Mr. Knapp to accompany him, and the latter accepting the offer arrived

JAMES NEILSON, optician, 747, Hay Street, Perth, was born at Edinburgh, Scotland, in 1860, where also he received his scholastic training. At the close of his schooldays he served a seven years' apprenticeship with Messrs. Marshall and Co., of Edinburgh, with which firm he continued for several years. Coming to South Australia in 1888 he was connected with Mr. F. Bassé's establishment until leaving



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MR. JAMES NEILSON.

for Western Australia in 1903. Opening at his present address in Hay Street he has successfully carried on the practice of his profession, his comprehensive training having given him a practical knowledge of

every department of his business. Mr. Neilson is honorary optician to the Perth Children's Hospital and to the Waifs' Home, and attends to a considerable amount of honorary work in addition to these appointments and the demands of his ever-increasing connection.

**WILLIAM HENRY MONTAGUE BROWNE**, optician, Wellington Buildings, Perth, is a son of Mr. W. T. Browne, a chemist of Dimboola, Victoria, and was born at Ballarat, Victoria, on June 16, 1884. He pursued his educational studies in his native State, and at their conclusion entered his father's business with a view of studying pharmacy. In conjunction with this he also studied under Dr. W. Chisholm Ross, ophthalmic surgeon, with the intention of uniting the two professions, and continued his course of training until 1901. He then entered the service of Messrs. Edward Tobin and Co., opticians, of Melbourne, where he was specially instructed in the subjective and objective methods of sight-testing. During this period he made himself proficient in retinoscopy and ophthalmoscopy, two most important methods of determining errors of refraction. In 1903 he proceeded to Sydney to extend his ex-



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MR. W. H. M. BROWNE.

perience, and here became connected with the well-known firm of Fairfax and Roberts, of that city, relieving Mr. Arthur Roberts, who was starting on a holiday trip. Subsequently Mr. Browne opened in business on

his own account, but ill-health forced him to relinquish operations, and he spent some time in Queensland with the firm of Berliners, Limited, opticians, from which service he resigned to enter upon pastoral pursuits in the Northern Territory tablelands, hoping by an open-air life to regain his full vigour. In 1907 he arrived in Wyndham from the cattle country and accepted a position with Messrs. Frost & Shipham, of Perth, and after opening consulting-rooms at various country pharmacies and arranging systematic visits decided once more to start business on his own behalf. His rooms in Wellington Buildings, Perth, are fitted with all the latest appliances in connection with the most up-to-date methods of sight-testing and spectacle-fitting. During his wide experience Mr. Browne has devoted particular attention to the study of defects of the refractive media of the eye, whereby brain fag, insomnia, and neuralgia are produced. He also gives special care to the strengthening of children's vision by means of properly-prescribed glasses, thus preventing squint and obviating the necessity in later life of an operation, which in many instances proves abortive. Mr. Browne is a member of the Commercial Travellers' Association. In 1911 he married Millicent, daughter of the late Mr. Joseph Keech, of Redhill, South Australia.

**DONALD JOHN CHIPPER**, funeral director, Hay Street, Perth, and Adelaide Street, Fremantle, was born at the former city in 1868, and pursued his scholastic studies at the Government Boys' School. Subsequently he apprenticed himself to Mr. John Summers, coachbuilder, wheelwright, and undertaker, and after continuing with this gentleman for five years began business on his own account in 1888. In the first instance opening as a coachbuilder and undertaker, in 1892 he relinquished the former branch of the business and has since carried on solely as a funeral director. For the past twenty-three years Mr. Chipper has occupied the same premises where he now conducts his business, and which are situated in Hay Street, Perth, and in 1892 he established a branch business at Fremantle. Besides being a member of the Masonic craft and a Past Grand Lodge officer he is Senior Grand

Trustee of the Grand Lodge of the United Ancient Order of Druids, of which also he was first Grand President when the Charter was granted for a Grand Lodge in Western Aus-



*Bartletto, Perth.*

MR. DONALD JOHN CHIPPER.

tralia in 1901, having been a foundation member of the order since its inception in 1891.

**WILLIAM CHARLES BOWRA**, of the firm of Bowra & O'Dea, was born in Perth on September 9, 1856, and is third son of the late Mr. John William Atlee Bowra, watchmaker and jeweller, of Howick Street (now Hay Street East), Perth. The late gentleman at one time was connected with Her late Majesty Queen Victoria's Indian forces, and came on service to Western Australia, afterwards purchasing his discharge in India and settling down in this State. He married a lady who had seen the Swan River Settlement in its infancy, having arrived as an infant in 1829 by the "Caroline," the fourth vessel to land emigrants at the Western Australian port. The subject of this memoir pursued his scholastic studies under the late Mr. W. Adkinson in the State School on St. George's Terrace, which has since developed into the Perth Technical School. At fourteen years of age he was apprenticed to the wheelwright trade at the now defunct Vulcan Foundry, and continued about ten years, becoming well versed in different branches of foundry work. In his early twenties he left this employ to undertake the

duties of foreman for the Western Australian Manufacturing Company, retiring from this position when the firm relinquished its operations about ten years later. In 1890



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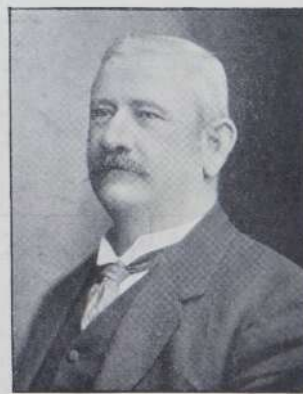
MR. WILLIAM CHARLES BOWRA.

he accepted the management of the late Mr. Joseph Sowden's foundry in Hay Street, from which he resigned a year later to enter upon a similar appointment in the Pioneer Carriage Works owned by Mrs. W. Wimbridge. He was fond of applying his expert knowledge of machinery in the direction of original experiment, and invented a machine which was used in the manufacture of a bottling rack. Owing to a defective clamp while working this machine he lost two fingers of his left hand, and on account of this disablement was forced to discontinue the work to which he had hitherto devoted the whole of his life. He therefore started in business as a coachbuilder and undertaker, and met with such marked success in this line of trade that within a couple of months he joined issue with Mr. O'Dea, and has since pursued a very prosperous career. Ultimately the firm disposed of the coachbuilding branch of the business and since has devoted its attention solely to the work of undertakers. Mr. Bowra is an enthusiast in the matter of fruit culture, and his orchard at Cannington, known as "Brooklyn Farm," which is under the management of his second son, is sufficient testimony to the success of his methods. He has over 1,000 trees, chiefly apples and stone fruits,

which have proved most profitable, and also grows vegetables with satisfactory results. He combines poultry farming with his other industries, and spends what leisure he can command in the garden surrounding his home at Clifton Street, North Perth, where choice varieties of roses, sweet-peas, etc., credit him with exceptional skill as a floriculturist. He is a member of the Perth Horticultural, the Royal Agricultural, and the Cannington Agricultural Societies and is also connected with the Free Gardeners and the Independent Order of Odd-fellows. A member of the Masonic craft and Club he has held office in the fraternity. In 1878 Mr. Bowra married Hannah Tichbon, daughter of Mr. Henry Tichbon, one of the oldest pioneers of the State, now residing at East Perth. He has two sons and four daughters.

MICHAEL O'DEA, of the firm of Bowra & O'Dea, which has been established for over twenty years in the City of Perth, was born at Ennis, County Clare, Ireland, on September 16, 1863. He is the second son of the late Sergeant M. O'Dea, of His Majesty's 44th Regiment of Foot, who served through the Crimean war and was twice wounded. Coming to Australia with his parents in the year 1865 the gentleman under review received his education at the Roman Catholic School in Perth, and at twelve years of age was apprenticed to the blacksmithing trade. After continuing in this calling for some time he joined Mr. Bowra in the coachbuilding business, with which, like many others at that time, they combined the business of undertakers. The partnership was formed in 1892, and within a few years the growth of the latter branch of the concern had assumed such large proportions that, by mutual consent, the coachbuilding business was disposed of and the firm has since devoted all its energies to the directing of mortuary arrangements. Apart from his business Mr. O'Dea has gained considerable distinction as a marksman, and was a member of the first Western Australian rifle team to visit Victoria, besides being champion rifle shot of the State on three different occasions. He was one of the early members of the Metropolitan Rifle Volunteers which subsequently became the Perth Infantry, and saw over a score of

years' service in connection with this corps. He has been the winner of a large number of trophies for rifle-shooting and is always recognized as one of the authorities in this department of sport. At the time of the Diamond Jubilee festivities in connection with the reign of Queen Victoria Mr. O'Dea was among those chosen to represent this State in England, on which occasion with his commanding officer, he had the distinguished honour of being presented by Lord Roberts to Her late Majesty at Windsor. Upon his return to Western Australia, owing to pressure of business affairs, he resigned from the volunteer service and has since devoted his leisure chiefly to advancing the interests of the Hibernian Society in this State, his membership in this body having extended over twenty years. He has held the highest offices in this Society, whose representative he has been on various occasions in Victoria, South Australia, and Tasmania, and was also one of the founders of the Celtic Club, at the present time (1912) filling the presidential chair. With that love of country which marks the true "Sons of Erin" he is ever ready to hold out a helping hand to any of his compatriots in time of need. A prominent adherent of the Roman Catholic Church he was closely iden-



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MR. MICHAEL O'DEA.

tified with the building up of the many important institutions which have marked the progress of the denomination in this State. He is a warm supporter of those athletic



sports in which as a youth he excelled and is a splendid judge of amateur "form." Mr. O'Dea married in 1888 Mary, eldest daughter of the late Mr. George Hayman, of Perth, and has a family of five daughters and three sons.

WILLIAM JONAS GREEN, of the firm of Arthur E. Davies & Co., undertakers, of Fremantle, is a son of the late Mr. John William Green, an early pioneer of the Victorian State, who was a prominent figure in Ballarat at the time of the Stockade Riots. Born at Melbourne, Victoria, on June 24, in the year 1850, the gentleman under review received his education at the Collegiate School of Ballarat, and after a concluding course of study at the capital turned his attention to land surveying. He passed the necessary examinations entitling him



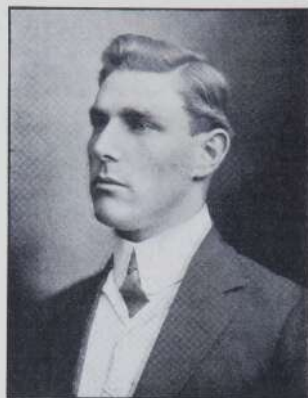
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MR. WILLIAM JONAS GREEN.

to a certificate of competency, but subsequently abandoned this profession in order to join his father in business pursuits. Owing to the disastrous results of the Victorian land boom, he left that State for Western Australia in 1898 and settled in Perth for a couple of years. Eventually Mr. Green arranged to take over the business of Messrs. Arthur E. Davies & Co., of Fremantle, which he has since conducted at that centre. The claims of this

concern absorb almost the whole of his time and attention and leave him but little leisure to devote to outside affairs, but in the past he identified himself with most of the leading movements of his time in Victoria. The Literary Institute of Fremantle, however, has secured his services as Vice-President and member of its



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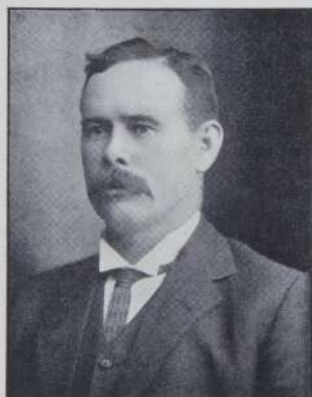
*Perth.*

MR. JASPER GREEN.

Council, and in this institution he evinces the deepest interest. The St. Kilda Trades Club claims him as one of its founders and owes to him in conjunction with others its position as one of the most progressive and successful organizations of its kind in the State. In his youth Mr. Green found recreation on the cricket field, and was a batsman of no mean ability. He is a Vice-President of the Fremantle Cricket and Football Clubs, and takes his own recreation on the bowling green, being a member of the Fremantle Bowling Club. In 1880 Mr. Green married Selina, daughter of the late Mr. Samuel Florence, of Melbourne, and has four sons and eight daughters. His son, Jasper, who is in the business with his father, was born in Melbourne, and after concluding his education in Perth spent six and a half years with the firm of Messrs. G. Wood, Son, & Co., wholesale merchants, where he received a good commercial training, eventually becoming connected with Mr. Green, sen., as already stated.

GEORGE ARTHUR BATEMAN, successor to Messrs. Dunn and Co., carriers, St. George's Terrace, Perth, is a son of Mr. George Barnes Bateman, of London, England, where the subject of this sketch was born on March 18, 1867. He received his preliminary education in his native city, concluding his studies at Tunbridge Wells, and at the close of his schooldays engaged in seafaring life for eighteen months. At a subsequent period he went to Canada and applied himself to horse-breeding and cattle-raising pursuits for five years. In 1888, after a short visit to London, he came to Western Australia, and soon after arrival left Perth for the Greenbushes district, where he commenced prospecting in the tin-mining area between Greenbushes and the Collie River. Mr. Bateman continued in this line of life until 1895, when he proceeded to the goldfields, and was among the early arrivals at Kannalinnung, about 25 miles from Coolgardie, becoming associated with many mining ventures in the district. Returning to Greenbushes in 1900 he established a carrying business between that centre and the nearest railway station, and also took over the mail contract, which he held for ten years. Mr. Bateman always displayed a very keen interest in local affairs and was a member of the first Progress Association, being elected President at the inception of this body. When the Roads Board was formed he was elected Chairman, and held this office for a number of years. He was also for two years Chairman of the Health Board, and occupied a similar office in connection with the Cemetery Board. He was a member of the Water Supply Board and of the Recreation Committee, always lending his support to all movements for the promotion of healthy outdoor sport. He is also interested in Friendly Society work and is associated with the Masonic craft and with the Order of Oddfellows and the Druids' Lodge. Mr. Bateman was married to Helen, daughter of Mr. Thomas Bank, of Fremantle, son of Captain Bank, the first pilot of that port, and has a family of five sons and four daughters.

DENIS KEANE, East Perth, is a son of Mr. John Keane, of Currans, near Tralee, County Kerry, Ireland, where he was born on March 1, 1870. He was educated at the National School in his native town and spent his youth in farming pursuits on his father's property. Owing to the agrarian strife in that part of Ireland, of which Mr. Keane, sen., was a victim, he decided to try his fortunes under the Southern Cross, and arrived in Western Australia early in 1892. He turned his attention to agricultural pursuits, but upon the outbreak of the Coolgardie goldfields was one of the foremost to proceed to the scene of the find. Here he laboured in quest of the precious metal for a few months, when the later find at Hannan's was reported. One of the first ten prospectors on this field he followed up alluvial-digging, dryblowing, etc., with fair success for some time, but owing to the water famine of 1893 he deserted the place in common with hundreds of others. About this time a find was reported at Siberia, in this State, and Mr. Keane joined a party journeying thither. Great hardships and privations,



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MR. DENIS KEANE.

however, chiefly from want of water, caused them to relinquish the enterprise and a return was made to Coolgardie, where the subject of our notice continued the development of a lease. For three years from 1905 he devoted himself to prospecting through the northern

Coolgardie goldfields, covering many hundreds of miles in this way, making small finds, securing interests, and otherwise operating in the mining industry. The rough life, poor food, and exposure in all extremes of weather finally affected his health, and taking up his abode at Coolgardie he opened the first dairy to be established east of Northam. The townspeople numbering at that time about 5,000, this enterprise met with decisive encouragement and he carried on a thriving business for two years. The population then diminishing, he sold his interests and came to East Perth, where he purchased a similar business, which he has since enlarged and still conducts with considerable success. Among other ventures in which he has embarked are a good grazing property within a score of miles of the city and various real estate investments about the suburbs. Mr. Keane is a member of the Wanneroo Roads Board and takes a deep interest in the affairs of that body. He is a foundation-member of the Celtic Club and has served on the Committee of this body for several years. In 1899 he married Minnie, daughter of the late Mr. John Leahy, of Middleton, County Cork, Ireland, and has a family of three sons and three daughters.

PETER GEORGE MACNAMARA is a son of the late Mr. Peter Joseph Macnamara, of Limerick City, Ireland. He was born at Bendigo, Victoria, on June 8, 1876, and received his education at St. Francis School, Melbourne, and at the Christian Brothers' College, East Melbourne. Leaving school at the age of eighteen he entered upon a commercial career in a general store and hotel at Elmore, where he remained for five years, during which period he mastered every detail of the business of country storekeeping. In 1898, believing that brighter prospects awaited the man bold enough to strike out for himself in the rising State of Western Australia, he left his native State for newer shores, and upon arrival proceeded at once to Kalgoorlie, where he secured a position with the well-known firm of Bricknell & Sons.

Three years later he came to Perth and opened business on his own account in Newcastle Street having purchased one of the branch houses of Messrs. Hughes & Dohemy. This



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MR. PETER GEORGE MACNAMARA.

enterprise was rewarded with brilliant success and resulted in the establishment of first one and then another branch until eventually he had three other concerns of the same nature in the city and its vicinity, all in full swing. At a later date he disposed of all these businesses and purchased the Newcastle Club Hotel, which he has carried on with marked success, and of which he is still proprietor. The same spirit which in his youth prompted him to strike out for himself and later led him to seek his fortune on the far-distant goldfields of the West has also operated in his subsequent business ventures, and he has made a bid for Fortune's smile in the agricultural industry of his adopted State. Upon his 3,000-acre farm at Booralaming, near Dowerin, he is giving his attention to wool-growing and the raising of cereal crops, and is also experimenting with artesian bores. The boon to the district generally, should this scheme of irrigation prove successful, can hardly be estimated, and the settlers will be under a great debt of gratitude to its inaugurator. Mr. Macnamara is building his country home on this estate, and is Vice-President of the Progress Association of Booralaming and the surrounding districts. He is

a keen horseman, and in circles of sport is always to the fore where hunting is concerned. He likes a well-bred animal of whatever class, and usually has a couple of horses or a champion dog to exhibit at the various shows held to encourage high-class breeding. In 1910 he took a trip to the land of his progenitors and visited all the principal cities of the Continent where he saw much to delight and interest him. Mr. Macnamara is a member of the Celtic Club.

The HOTEL ESPLANADE. It has been frequently asserted—and with a good deal of truth—that the Swiss are a “nation of hotel-keepers,” but that they no longer hold a monopoly of the rare science of ministering to the requirements of the itinerant traveller is to-day evident in the fair City of Perth. Conducted on the most approved Continental lines, the Hotel Esplanade has inaugurated a new era in the art of hotelkeeping. Facing the magnificent reaches of the Swan River, the beauties of which have long since made Western Australia famous, the setting might well have been chosen by “the wise men of the East,” so gorgeous is the surround-



Photo by C. E. Farr.

VIEW FROM THE BALCONY, HOTEL ESPLANADE.

ing scenery. To the visitor the picturesque surroundings are a source of constant delight, and the general feeling of restfulness so eagerly sought by the jaded traveller remains undisturbed by the jarring discord peculiar to the progress of a thriving commercial city. In the summer months the hotel is swept by

the refreshing ozone from the broad reaches of the Indian Ocean but a few miles distant, making it a delightful retreat even in the hottest of weather. The establishment recently has been extensively added to, thoroughly renovated, and furnished most sumptuously. Extensive additions, including thirty-four well-lighted and airy bedrooms, two new lounges, commercial room and electric lift, have been made, the dining-room on the first floor has been extended and the balcony lengthened to 160 ft., making a very fine promenade. The view from here is superb. To the west the Swan flows lazily under the shadow of Mount Eliza, while to the east woodland vistas greet the eye, flanked by the distant low-lying hills of the Darling Ranges. Bathing, fishing, boating, yachting, and innumerable other forms of sport may be indulged in on the River and facilities are provided so that visitors may enjoy these health-giving recreations with the maximum of comfort. Access to the lounges, writing- and reading-rooms, billiard-room and lavatories is gained from the reception-hall, the entrance to which is from the Esplanade. The dining-room is handsomely decorated and furnished on the Continental



Photo by C. E. Farr.

VIEW OF RIVER SWAN AND MOUNT ELIZA FROM BALCONY, HOTEL ESPLANADE.

plan, the napery and cutlery in use being of the very best. The drawing-room is luxurious to a degree, and it is here that the acme of elegance and comfort has been attained. The cuisine, arbiter of the fate of most hotels, has received special attention, and is in the hands of a highly competent *chef*. The daily table d'hôte is a distinctive feature, and the house is a favourite rendezvous of the élite of the State. With all these advantages the popularity of the establishment is not to be wondered at. In the past it has accommodated many distinguished—even Royal—visitors, among them the Duke of Teck and suite, Madame Melba, Madame Calvé,



Photo by C. E. Farr.

BALCONY OF THE HOTEL ESPLANADE.

Madame Clara Butt and Mr. Kennerly Rumford, Monsieur Kubelik, and other stars in the musical firmament have also expressed their appreciation of the comforts to be had at this modern hostelry. The

experience in catering for the requirements of the travelling public, having devoted the greater part of her life to mastering the million details so essential to the successful conduct of a really first-class hotel.

close proximity of the hotel to the stately Law Courts has made it the home of the Federal Judges during their periodic visits to the State, and it has been made the headquarters of the members of the official staff of the Commonwealth military forces. The Hotel Esplanade is centrally situated and within a few minutes' drive of the Perth Railway Station. The management is under the personal supervision of Mrs. Beavor, who has had much



Photo by C. E. Farr.

HOTEL ESPLANADE, FROM THE BOWLING GREEN.

The AUSTRALIAN HOTEL, Murray Street, Perth. Originally known as the Oddfellows' Hall, and utilized by that body for their fraternal meetings, this building eventually was purchased by Mr. Guilfoyle, who obtained a hotel licence in 1892, and has since expended about £4,000 in extending and renovating the premises. Under the direction of the genial boniface the house has attained considerable popularity, and in order to keep pace both with his rapidly increasing connection and with the progressive spirit abroad in

ate in this direction, and this central area become the hub of the city of Perth. On the eastern side of the hotel stand the magnificent commercial premises of Messrs. Boan Brothers' drapery establishment, to which the proprietors have made large additions, and it is to bring his enterprise into line with these important improvements that Mr. Guilfoyle has determined to erect a new and palatial hotel in keeping with the general aspect of the adjacent buildings, and which shall add its own quota to the architectural

struction of which is now being undertaken, and which will undoubtedly lead to a great influx of visitors from the Eastern States, has brought home to Mr. Guilfoyle's progressive mind the necessity of a really first-class hotel where tourists and others may secure all those modern comforts which the traveller of the twentieth century expects to find in the capital cities of the world. The projected tramway-line along Murray Street will lead to a convergence of traffic in this direction, and its advantage in width should lead to its becoming



Photo by C. E. Furr.

MR. J. GUILFOYLE'S AUSTRALIAN HOTEL, MURRAY STREET, PERTH.

public and private enterprise, Mr. Guilfoyle has decided to launch out on a still more extended scale. In 1911 the Commonwealth Government selected for the site of the new post office building and Government offices that block of land adjoining the Australian Hotel, and reaching from Wellington to Murray Streets, where in due course handsome buildings will be erected for Government purposes at an outlay of many thousands of pounds. With the completion of these important structures there can be no doubt that the general stream of traffic will gravitate

value of the quarter of the metropolis which it graces. It is intended that the new hotel shall be known under the old and time-honoured name of the Australian Hotel, which was selected in the first place by the proprietor with a view to its national significance and also to the importance of having a title which might be recalled with ease by visitors to the Western Australian State. The close proximity of the Perth Railway Station, which at no distant date will immensely increase in importance as the western terminus of the great Transcontinental Railway, the con-

the main thoroughfare of the metropolis. Mr. Guilfoyle's property is freehold, and to make way for the proposed new hotel the old structure will be entirely demolished, and in its place will rise a fine building of five storeys, in addition to a basement 10 feet deep. This erection will have a frontage of 52 feet to Murray Street with a depth of 157 feet. Entrance will be gained from the latter street by a broad inviting hallway, from which an imposing staircase will lead to the upper floors. Three electric lifts will be installed, one to be entirely reserved for the use of

guests, a second for the management and the staff, while the third will be utilized for the handling of goods. On the ground floor, but entirely apart from the residential side of the house, will be situated the bars, handsomely fitted out and stocked with the finest variety of liquors obtainable. The basement will be devoted to a bond store and a free



Bartletto, Perth.

MR. JOHN GUILFOYLE.

store, and in its cool recesses the stock will find suitable storage. The drawing-rooms will be on the first floor, luxuriously furnished and appointed, likewise sitting-rooms and a number of bedrooms; while the second, third, and fourth floors will comprise solely sitting-rooms and bedrooms. On the fifth floor an interesting innovation for Australia will be made. Here at the rear of the building is to be installed the kitchen, which will be fitted with gas-stoves and coal ovens and the hundred and one utensils and requisites necessary to the preparation of the present-day menu, an arrangement which will banish all objectionable odours. To the front of the fifth floor and extending the whole length of the building will be the dining-room, appointed on Continental lines with tables for two or more up to a dozen, while a special table d'hôte will be available for the professional and commercial men of the city. The room will be handsomely decorated and furnished, and the table napery, cutlery, and china will be the finest of their kind. For guests desiring to dine privately four rooms will be set aside on the other

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floors, and these will be served by means of a dumb waiter. There will be a garden roof covered with granolithic, where in the summer months guests will be able to inhale the life-giving breezes which wend their way inland from the broad expanses of the Indian Ocean. Smoke-rooms will be available for gentlemen, and every floor except the fifth will have its own bathrooms, beautifully finished in tiles and white enamel and provided with hot and cold water and all conveniences. The lavatories will be in keeping with all the rest of the establishment and will leave nothing to be desired in their appurtenances. The kitchen staff will occupy apartments on the top floor, and the services will be secured of a first-class *chef*, who will have a suite of rooms adjoining the kitchen. The handsome scheme of decoration and furnishing will embody the most modern ideas, and in order that the consummation of the whole project may lack nothing to render it second to none in the Commonwealth Mr. Guilfoyle shortly intends to take a trip to England, the Continent, and America, where the great hotels of the older countries will receive his special attention, and all that arrests him as worthy of imitation or modification to suit the exigencies of our southern clime will be incorporated into his plans for the great enterprise. In the erection of the hotel Mr. Guilfoyle is making every allowance for the possibilities of the future, and the colossal nature of the undertaking proves how strong is his faith in the ultimate development of the Western Australian State. The façade of the building, which will comprise about 180 rooms in all, will be a handsome design in cement, and to some extent will be made to harmonize with the frontage of Messrs. Boan Brothers' great emporium, adjacent to the hotel. JOHN GUILFOYLE is a son of the late Mr. Michael Guilfoyle, of Scarriff, County Clare, Ireland, and was born at that place on September 27, 1858. He received his education in Whitegate School, County Galway, under Mr. Quirk, and at fourteen years of age went on his father's farm, where he became acquainted with all the practical side of farming. Before attaining his majority he left the place of his nativity and came to Western Australia in company with a younger brother, Mr. Michael Guilfoyle, of Perth. His first employment was found on the railway line, which

was then in course of construction between Champion Bay (now Geraldton) and Northampton, his duty being to take charge of the explosives which were used in connection with such work. Two years later he became attached to the saw-milling trade in Jarraldale, and afterwards joined the staff employed in the construction of the railway between Fremantle and Guildford and thence on to York. After some time in the service of the Government Railways Department, in 1885 he resigned this connection and took over the Victoria Hotel on Melbourne Road, which business he conducted for four years, giving it up to open in business as a general contractor. For three years he carried on this business in Perth, and erected many of the early cottage homes round about the metropolis. In 1892 Mr. Guilfoyle was approached by Mr. Charles McNess with a suggestion to apply for an hotel licence for what was then the Odd-fellows' Hall in Murray Street, and thus he ultimately became the proprietor of his present successful house, the "Australian," which is now one of the best known and leading hotels in the State. After two years Mr. Guilfoyle relinquished the personal conduct of the business



Bartletto, Perth.

MR. W. T. GUILFOYLE.

and took a contract from the Government to erect a telegraph line between Beverley and Broome Hill. This completed he embarked on an enterprise of purchasing stock, provisions, and general merchandise in the Perth markets, and transporting

them to the new goldfields of Coolgardie and Kalgoorlie which were then being opened up. Having successfully tendered for the Government mail service of Fremantle he carried on in this line for three years, and in 1902 again took over the management of the hotel, which he had leased for eight years. Under Mr. Guilfoyle's able supervision the popularity of his house rapidly increased, and arrangements are now being completed by which the hotel will be reconstructed at a cost of about £18,000. Mr. Guilfoyle is a member of the Celtic and Tattersall's Clubs, Perth, and is a supporter of most manly outdoor diversions. In 1885 he married Mary Ann, daughter of the late Mr. William Carr, of Ballymena, County Antrim, Ireland, and has six sons and a daughter surviving. His eldest son secured the B.A. degree at Oxford, and is now a medical student at Middlesex Hospital, London, while the second is connected with him in the business.

**HENRY GREVILLE**, Metropolitan Hotel, Perth, is a son of the late Mr. Henry Greville, of Shankill Castle, County Dublin, Ireland, and Warwick Castle, England. He was born at Ballarat, Victoria, on March 17, 1872, and received his scholastic



*Bartletto, Perth.*  
MR. HENRY GREVILLE.

training in his native city and at Echuca and Melbourne, where he started his commercial career. He gained a valuable experience in the catering business in Victoria and

took control of some of the leading concerns of the kind in that State before leaving for Western Australia in 1896. The establishment of a business on similar approved lines at the Murchison soon spread his reputation in the rising country, and a subsequent ten years at Kalgoorlie and Boulder placed him among the leading business men on the goldfields. He was instrumental in forming the syndicate in which he is still largely interested, which built the Cremorne Gardens, the Stadium, and other places of public amusement in the gold-mining centres, and purchased the lease of the Duke of Cornwall Hotel at Hannan Street, Kalgoorlie, the proprietorship of which he retains at the present time. Coming to Perth in 1903 Mr. Greville at once secured the contract for catering for the Western Australia Turf Club, and subsequently he took over the lease of the Metropolitan Hotel, Hay Street, and by his first-class conduct of the business is now doing perhaps the largest hotel trade in Western Australia. The gentleman under review is a strong supporter of the mining industry and has large interests in various developing propositions all over the State, particularly on the Yilgarn, where he is the largest shareholder in the Lady Edeline Gold Mine. He is well known as a sporting man and holds membership in the Kalgoorlie and Boulder Racing Clubs, Tattersall's, the Western Australian Turf Club, and the Hunt Club, and is Vice-President of the Mandurah Hunt Club and of the Boulder City Football Club. Mr. Greville married Olga, daughter of Mr. Alfred Martins, of Bendigo, and has a son and two daughters.

**CHRISTIAN FREDERICK MOURITZEN**, of the Perth Hotel, is a son of the late Mr. John Mouritzen, of Copenhagen, Denmark, in which town the subject of our notice was born in 1862. Until the age of nineteen he pursued a varied course of study in his native place, where he completed his scholastic and technical education. He became a student of architecture at the well-known Technical College at Copenhagen and obtained the medal for efficiency. After three years in this institution he proceeded to South Africa, where he spent a couple of years in the railway service of that country. At the end of that period

he set sail for Australia, and landing at Queensland proceeded straight to Charters Towers, from which centre he engaged in the practice of his profession and carried out some large contracts. About this time the Croydon goldfield was discovered, and Mr. Mouritzen following the rush erected a saw-mill in the vicinity of the find and took contracts for the supply of milled timber for the mines. Tiring of this occupation, he left Northern Queensland and paid a visit to the southern portion of the State, where he continued for a few



*Bartletto, Perth.*  
MR. CHRISTIAN FREDERICK MOURITZEN.

months. In the early part of 1892 he came to Western Australia and entered the Civil Service as draughtsman, subsequently being promoted to Inspector of Works in the Architectural Division. Having served about seven years in this department he resigned and entered once more upon contracting work, and supervised the erection of various important buildings, among which may be mentioned the large Government Printing Offices in Murray Street. In 1901 Mr. Mouritzen took over the lease of the Federal Hotel at Fremantle. In 1907 he revisited the land of his birth, returning to Australia in 1909. He next, in conjunction with Mr. Jolly, purchased the Perth Hotel, of which he is now the sole proprietor, his partner having retired in 1911. Mr. Mouritzen is a man of many and varied interests, and has lately purchased a sheep-run at Burracoppin which bids fair to become a very profitable investment. He has also a large stake in the mining industry in the Yilgarn dis-

tract. He is a member of the Masonic fraternity and of the Mount Lawley Bowling Club. In 1887 he married Jenny, daughter of the late Mr. Peter Berg, of Copenhagen, and has a family of two sons and two daughters.

The ROYAL HOTEL, situated at the corner of Wellington and William Streets, Perth, within a stone's throw of the Central Railway Station, is a handsome brick structure two storeys high. Its central situation makes it very popular with visitors from the various agricultural centres of the State, and this attraction is enhanced by the excellent treatment they receive during the period, long or short, of their stay. The hotel contains 53 bedrooms, with three reception-rooms on the first floor and smokeroom and dining-room on the ground floor. The furnishings are elaborate and in good taste, all is spotlessly clean throughout, and a sense of comfort pervades the whole atmosphere. The house is fitted with the most modern conveniences, among other advantages hot and cold water being always obtainable, and the yard has been completely covered with granolithic pavement. The domestic arrangements are entirely in the hands of Mrs. Jones, who is an adept in ministering to the requirements of her guests. The cuisine is under her direct supervision, and everything possible is done to make the hotel "a home from home." There are three bars, and only the very best liquors are kept in stock. A special feature

sels of the Adelaide Steamship Company running between Albany and Port Darwin. He then joined the firm of Tolley & Co., wine and spirit merchants, being their north-west representative for twelve months, during which time he gained a thorough knowledge of the great north-west and subsequently took over the management of the Geraldton Hotel, which he retained for three years. In partnership with Mr. J. Inglis he carried on the Freemasons' Hotel for five years, a period followed by eighteen months at the Club Hotel, when he purchased Mr. Inglis' interest in the Miners' Arms Hotel at Peak Hill. After conducting this

in connection with the wholesale department is the delivery of orders direct to the home. WILLIAM HENRY JONES, the proprietor, has had considerable experience in the hotel trade. He is a South Australian, having been born at Salisbury, in that State, on March 16, 1865, and is a son of Mr. Thomas Jones, of Somerset, England, now resident at Geraldton. At the close of his schooldays he entered the office of Mr. W. L. Dickson, of Port Adelaide, with whom he remained for four and a half years. He then came to Western Australia, arriving in 1886, and for about four years filled the position of purser on ves-

house for sixteen months Mr. Jones sold out and came to Perth. In the metropolis he conducted successively the Globe Hotel and the Grand Hotel (now the Hotel Perth), and then purchased the lease of the Royal Hotel, over which he now presides. Shortly after he entered into possession the present handsome building was erected—a considerable addition to the architecture of the city. Mr. Jones has been a member of the Perth Roads Board for eight years and is connected with the Masonic fraternity, his mother lodge being the Geraldton Lodge, No. 3, W.A.C. He is a Past President of the Board of Benevolence and is now

Hon. Treasurer of the Perseverance Lodge, No. 45, W.A.C., and Past First Principal of the Perth Royal Arch Chapter. He was the founder of football at Geraldton and for four years was playing Captain of his team, besides which he took a leading part in sporting matters there and was a popular

townsman. He married for the second time in 1895, his present wife being Rose Anna, daughter of the late Mr. George Simpson, of Geraldton, by whom he has two sons. By his first marriage he had issue a son.

MICHAEL MULCAHY, of the National Hotel, Fremantle, is a son of the late Mr. Daniel Mulcahy, of Kingswell, Tipperary, Ireland, where also he was born on October 31, 1862. His education, commenced at Tipperary, was concluded in Limerick under the tuition of

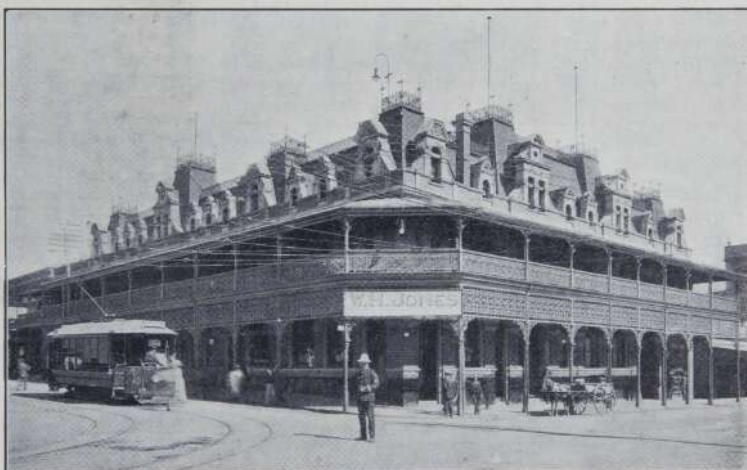


Photo by C. E. Farr.

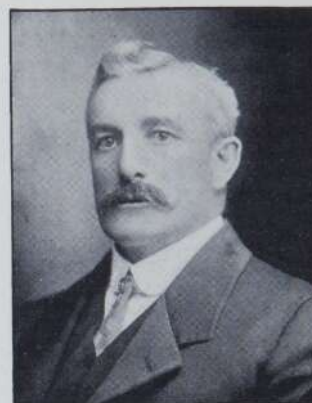
MR. W. H. JONES' ROYAL HOTEL, CORNER WELLINGTON AND WILLIAM STREETS, PERTH.



Messrs. Fitzgerald and O'Grady, noted for their success in training students for the Civil Service of Ireland. Leaving school he assisted his father in stock-dealing pursuits in Ireland for three or four years, and in 1885 came to Queensland, where he settled on the Darling Downs for a short time and considerably enlarged his knowledge of stock. Mr. Mulcahy next spent two and a half years on "Alice Downs Station," 12 miles distant from Blackall, and owned by the Messrs. Whittingham Brothers, and here he gained an insight into the general management of sheep, cattle, and horses as handled on an Australian station. The opportunity having arisen to take a large fencing contract on "Broadmeare Station," near Taroom, on the Dawson, he accepted it, and upon the completion of this work proceeded to Brisbane, where he entered the Telegraph Department for a time. With a view of acquainting himself with the hotel business, he spent nearly three years in the Imperial, Royal, and Queensland Club Hotels in Brisbane, but being attracted by the mineral discoveries of Western Australia left Queensland in 1892 and proceeded *via* Perth to

the Murchison goldfields, where he spent some time prospecting round the Nannine district. Returning to Perth he was among the first to find his way to Coolgardie upon the report of the rich find in that locality, and followed all the subsequent rushes with considerable success. In 1892 Mr. Mulcahy joined his brother, Mr. Daniel Mulcahy, who, a year subsequently, had purchased an interest in the Commercial Hotel, Fremantle, and prospered in the hotel-keeping trade. The brothers afterwards assumed proprietorship of several thriving hotel businesses, and also entered into pastoral pursuits in the Murchison district as joint proprietors of "Milly Milly Station," the area of which exceeds one and a half million acres. The Messrs. Mulcahy continued in partnership in these varied enterprises until 1911, when by mutual consent the connection was dissolved, the gentleman under review retaining the sole ownership of the National Hotel, Fremantle. This is one of the best-known houses in the port, the premises being of a palatial character and the catering and general management (under Mr. F. T. Farrelly) bearing a first-class reputation. In 1912 Mr. Mulcahy

took a lease of the Shamrock Hotel, Hay Street, Perth. He is a prominent figure in sporting circles in Western Australia and has owned horses of the best blood, one noted performer being "Bête Noire" by "Haut Brion" (imp.) — "Spite" (imp.) At the present time (1911) he has two very promising yearling colts in "Old Tipperary" and "New Tipperary," by "Positano" from "Bête Noire" and "Frisco Queen." He also owns the brood mare "Lady Flo," which at time of writing is in



Bartletto,

Perth.

MR. MICHAEL MULCAHY.

foal to the successful South Australian sire "Pistol" (imp.) by "Carbine." The national characteristic of patriotism is very strongly developed in Mr. Mulcahy, and no movement for the betterment of Ireland is carried on without his generous support. He is a life member of the Celtic Club, Perth, and was one of the founders of this popular institution. In 1898 he married in Donohill, Ireland, Margaret, daughter of Mr. Timothy Cranley, of Gurtnacoola, in Tipperary, and has four daughters and two sons.

**HOTEL MELVILLE.** Applecross. Few hotels in the Australian Commonwealth can boast of a panorama such as greets the eye from the gentle slopes of the Peninsula, the crown of which is taken up with the fine pile of buildings familiarly known as the Hotel Melville. From the spacious verandahs facing the western reaches of the Swan magnificent vistas unroll themselves in all



Photo by C. E. Farr.

MR. M. MULCAHY'S NATIONAL HOTEL, FREMANTLE.

directions, and when the eye has satiated itself with the entrancing river views it can turn to the beautiful woodland scenery which runs for miles inland, only to lose itself in the hills and valleys of the distant Darling Ranges. Across the beautiful translucent bosom of Melville Bay the frowning cliffs of King's Park rear themselves, while to the north the spires and rooftops of the city of Perth conspire to make the scene one of almost Oriental grandeur. On the left hand Lucky Bay opens out in glorious vistas, which in turn give way to wooded banks, the softening hues of which are a source of endless delight to the roving eye. Around the eastern corner flows the sluggish Canning River, with its manifold glimpses of kaleidoscopic beauty, the whole presenting a scene of incomparable loveliness. The structure which now does service as the hotel was originally intended as a summer residence for Governor Sir Arthur Lawley, but in the end was not used for that purpose. This was in 1902, and some time later, it having been decided to use the premises as an hotel, a licence was obtained and extensive alterations and additions made to bring the building into line with the most up-to-date requirements. The Hotel Melville embraces some forty rooms in all, thirty being devoted to bedrooms, and is one of the finest and best-appointed residential hotels in the Commonwealth. The building is handsomely furnished, is well lighted by acetylene

to the goldfields and country residents impart new life. The bracing air and the multiplicity of other advantages tend to render the Hotel Melville one of the finest riverside

the yachting and swimming carnivals and motor-boat races during the season. The domestic arrangements of the Hotel Melville are in the capable hands of Mrs. Evans, and under her



Photo by C. E. Farr.

VIEW OF HOTEL MELVILLE FROM LANDING STAGE, APPECROSS

resorts in the Commonwealth. The dining-room is capable of seating 100 people, and comfortable drawing, reading, and smoking-rooms are available to visitors. The spacious grounds surrounding the hotel are largely availed of by picnic parties, Applecross being a popular rendezvous with Westralians. In the summer months concerts are held on the lawn every Sunday evening, and on the evenings of all holidays, and a

excellent supervision nothing is wanting. A splendid table is kept, the menu being prepared by a first-class chef. A vegetable garden is cultivated, ensuring a plentiful supply for table uses, and a cow is also kept. The sanitary arrangements are most complete, a septic tank having been installed and water laid on throughout the establishment. The bar is heavily stocked with the best liquors and spirits, and

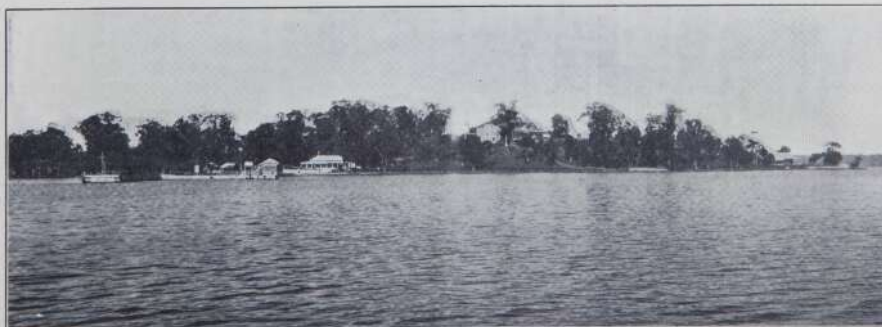


Photo by C. E. Farr.

GENERAL VIEW OF HOTEL MELVILLE FROM MELVILLE WATER.

gas, and stands in its own grounds, comprising 7 acres. The walks and drives which lead up to this picturesque hotel afford in themselves relief to the jaded city dweller and  
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first-class programme is provided by the best local artists. Swimming, boating, and fishing may be indulged in *ad lib.*, while many a pleasant hour may be whiled away watching

the general management, in the hands of Mr. Richard Evans, the proprietor, leaves nothing to be desired. Billiards also may be indulged in, two of Alcock's tables

being provided for the purpose. The Hotel Melville may be reached either by road or river, the former mode of transit providing a most enjoyable drive of about seven miles, *via* the Causeway. The distance by river is five miles, and a regular service of speedy motor-boats is always available, the journey occupying less than thirty minutes. A telephone service is also available, the hotel being linked with the Perth Exchange *via* Applecross.

**HOTEL CONTINENTAL**, Claremont. This well-known and popular hotel is situated on the banks of the Swan River, about midway between Perth and Fremantle, the driving distance from the metropolis being about six miles. It is a two-storey building constructed of solid brick and stone, and stands on its own grounds, which cover an area of four acres. From the balconies, which overlook Freshwater Bay, a magnificent view may be commanded of the fine river reach extending from Peppermint Grove on the west to Applecross and Point Walter in a south-easterly direction. The approach is made attractive by the presence of a large and well-kept lawn, with borders of luxuriant floral growth, and cyprus-trees of thick and heavy foliage afford a grateful shade from the fierce rays of the sun during hot summer days. The interior contains about thirty-five bedrooms, with two

sitting-rooms, drawing-room, smoke-room, and a large dining-room with seating capacity for eighty-five persons. Adjacent to the hotel and situated in the grounds is a bungalow for the use of married people with families, where the accommodation



MR. THOMAS DUNN.

comprises ten bedrooms, a lounge, and sitting-room. The entire hotel recently has been renovated and refurnished throughout on a sumptuous and lavish scale, special attention being paid to artistic effect, while every detail necessary to personal comfort has been considered, the result being satisfactory in the highest

degree. In the rear of the main building about an acre of ground has been applied to the cultivation of vegetables, fruit-trees, and vines, the products of which keep the table bountifully supplied with fresh fruit and garden stuffs. There is also a large and airy fowl-run, while an adjoining paddock provides ample pasture for the cow, from which wholesome supplies of milk are obtained for the use of the house. The table appointments and cuisine are of excellent quality and agreeably varied, cleanliness being the keynote throughout, and the whole domestic manage is under the supervision of Mrs. Dunn, who overlooks nothing which may minister to the comfort of her guests. The stable and motor accommodation is large and well-arranged, and a new motor-car for the convenience of hotel residents is liberally patronized by the many guests who have given the hotel its premier reputation in the metropolitan area either as a permanent residence or a holiday resort. Recreation of a diversified nature may be obtained in the vicinity of the hotel, the river affording splendid facilities for swimming, boating, etc., whilst tennis and other sports may be indulged in within easy distance. The Hotel Continental recently had been taken over and is now under the proprietorship of Mr. Thomas Dunn, late of St. George's Terrace, Perth, who for over twenty years has been well known in Western Australia as the successful conductor of the business of Messrs. Dunn & Co., carriers, of Perth.



MR. T. DUNN'S HOTEL CONTINENTAL, CLAREMONT.

**JAMES JOSEPH HAGERTY**, of "Quamby," Bernard Street, Claremont, was born at Quamby, Tasmania, on April 6, 1869, being a son of the late Mr. Patrick Hagerty, of County Cork, Ireland. He received his education at the State School in his native village and at the age of thirteen went to work on his father's farm, since which period he has devoted the greater part of his life to agricultural and pastoral pursuits. At twenty-five years of age he left the "Apple State," determined to avail himself of the possibilities offering in the Golden West, where for nearly three years he turned his hand to various kinds of work. Eventually Mr. Hagerty settled down on the eastern gold-fields, and in partnership with Mr. S. Bryan carried on the business of

condensing water for the miners and general public before the water supply scheme to the fields was consummated. Upon the completion of this system about five years later, in 1893, he left the mining districts and purchased a farm at Cuballing, and has continued the development of this property almost up to the present time, devoting his energies to mixed farming pursuits. In 1911 he disposed of this estate and is now living in retirement at Claremont, but he still retains a large landed interest round the Kellerberrin and Quairading districts, and owns an hotel in the latter place, the first in the settlement, which was erected by him some three years ago. For many years Mr. Hagerty was a lead-



Bortletto,

Perth

MR. JAMES JOSEPH HAGERTY.

ing member of the Irish National Foresters and is a member of the Celtic Club of Perth. Mr. Hagerty married in the year 1904 Margaret, daughter of the late Mr. Thomas Murphy, of Cashel, County Tipperary, Ireland.

ANSELL FREECORNE, "Aberfeldie," West Perth, was born at Miskowic, Poland, on the first day of the Jewish new year in 1849, and is a son of the late Mr. Joseph Freecorne, of that place. He was educated in his native country, but while yet in his early teens, owing to the death of both parents, was thrown upon his own resources and proceeded to London, where he spent some years in acquiring the language.

In 1880 he emigrated to Sydney, New South Wales, and went to work at the tailoring trade, which he had learned while in London. After five years in the Mother State he came to Western Australia, arriving in Perth in August, 1885. Here he established a tailoring business, and was the first merchant in the western metropolis to place a plateglass window in his shop. For fifteen years he carried on in this line, and retired in 1900 after a successful business career. Mr. Freecorne has always been a keen investor, and has shown his faith in the possibilities of his adopted State by placing all his investments in Western Australia. He has large landed interests all over the city and suburbs and at Esperance, and among other profitable ventures was the purchase of ground at Claremont, upon which he built the Continental Hotel about fifteen years ago—now one of the most picturesque hostels in the State. Mr. Freecorne gives his generous support to all charitable institutions, and is known in connection with various public movements. He was one of the founders of the Helena Vale Race Club, and acted on the committee of that organization for some years. In 1884 he married Joan, daughter of the late Mr. W. Allister, of Dunfermline, Scotland, and has a son and three daughters.

WILLIAM CLAUDE WITTE was born at Fremantle, Western Australia, on February 9, 1885, being a son of the late Carl Witte, of Hamburg, Germany, who died soon after his arrival in this State, at which period the gentleman under review was in his early infancy. Mr. W. C. Witte received his scholastic training at the Christian Brothers' College and the Scotch College, Perth, and at nineteen years of age entered the Imperial Service by joining the clerical division at the Royal Mint in the same city. A couple of years later he turned his attention to pastoral pursuits, and in order to obtain experience proceeded to the North-West, where he spent some time on various stations in that district. In 1907 he purchased a property comprising 4,500 acres on the Arthur River in the South-West, and carried on mixed farming pursuits for about two years, when he received an advantageous offer and decided to dispose of his interests in the estate. He has since passed his time in

travelling, and has visited all the States of the Commonwealth during the past two or three years. Though taking a warm interest in most forms of sport, his special attention has been given to rowing, and for three years he represented Western Australia in the Eastern States as a member of the Interstate Eights. He has been winner of many trophies, his first triumphs dating back to the days when, as a lad at school, he showed his prowess with the oars on the blue waters of the Swan. He is a member of the Western Australian Hunt Club, and a recognized follower of the hounds, his fondness for horses leading him to those haunts where our equine friends occupy pride of place. In 1908 Mr. Witte married Grace, daughter of Mr. R. A. Friedrich, of Perth, Western Australia, and has one daughter.

ANDREW MALCOLM

McKNIGHT was born at Maryport, England, on January 21, 1868, and educated at the Oakbank School, Glasgow. He gained his first insight of commercial work with the firm of Robert Kirk, family grocers, etc., at a later date becoming associated with his father in the grocery business. In 1888 he came to South Australia and found employment with the firm of Huddleston & Co., grocers, of North Adelaide, but soon he proceeded to the "Silver City," where he spent three years as manager for Walsh & Sons. Leaving Broken Hill he added to his store of experience during the next two years, and in 1896 wended his way to Western Australia. For the ensuing four years he held a number of positions with various firms, finally accepting the position of wholesale traveller to the New South Wales Fresh Food and Ice Company at Perth, which he filled for five years, when he transferred his services to the well-known firm of Henry Berry & Co. In the municipal life of the district in which he resides Mr. McKnight has always evinced a keen interest, and in 1910 was elected to represent South Ward in the local council. He makes a study of all matters affecting the welfare of the municipality, and is a strong supporter of all movements tending to its advancement. The Masonic community claims him as a member, and he was the first Secretary to the Commercial Travellers' Lodge of Western Australia. He married in 1899, and has a son and a daughter.

**THE CITY MEWS LIVERY AND BAIT STABLES, 876, Hay Street, Perth.** Proprietor, J. W. Croasdale. This well-known business was established in the year 1905, the original premises occupied being located in William Street, and from a small beginning has grown to its present dimensions, which entitle it to premier position among similar business enterprises in Perth City. From its inception the firm obtained a strong hold upon public patronage, and in a very little while the proprietor was compelled to seek larger quarters. For this purpose the site in Hay Street (opposite the Star Skating Rink) was secured, and on it was erected the present commodious and convenient headquarters, which were taken possession of in January, 1906. This central position has enabled Mr. Croasdale satisfactorily to cope with the requirements of the travelling public, and as a result his business connection has steadily expanded as year succeeded year. The equipment is extensive and complete in all the details necessary to maintain the well-earned reputation of the stables as the depot of stylish and up-to-date turnouts. The plant comprises four wagonettes, two victorias, two landaus, two broughams, one hansom (all of which are fitted with rubber tyres), and a drag capable of seating twenty-four persons. The horses, nine in number, are stabled in roomy boxes, and their well-groomed coats and healthy appearance indicate the attention which has been given to their welfare. To meet the demand for faster means of transit Mr. Croasdale in February, 1911, purchased two 20-h.p. "Ford"

motor-cars, an innovation which met with considerable favour amongst his patrons. Subsequently he disposed of one of the "Fords" and purchased two 30-h.p. "E.M.F." motor-

reputation for its reliable and punctual attention to engagements, and the whole concern is conducted on such business-like lines as are bound to ensure its continual success and



LANDAU FROM THE CITY MEWS LIVERY STABLES.

cars, and these powerful and comfortably-upholstered cars are available to the public both day and night at the ruling rate of 1s. per mile, while for long distances special terms may be arranged. Expert chaffeurs are provided and the comfort of travellers is considered to the last degree. The vehicles sent out by the firm are perfectly equipped, and none but thoroughly capable men are employed as drivers. A specialty is made of arrangements for weddings and similar occasions and theatre and picnic parties are also catered for. "The City Mews" bears an enviable

popularity. **JOHN WILLIAM CROASDALE**, the proprietor, is a native of Lancashire, England, and came to Australia in 1892. After spending two years in Melbourne,



Bartlett, Perth.  
MR. JOHN WILLIAM CROASDALE.

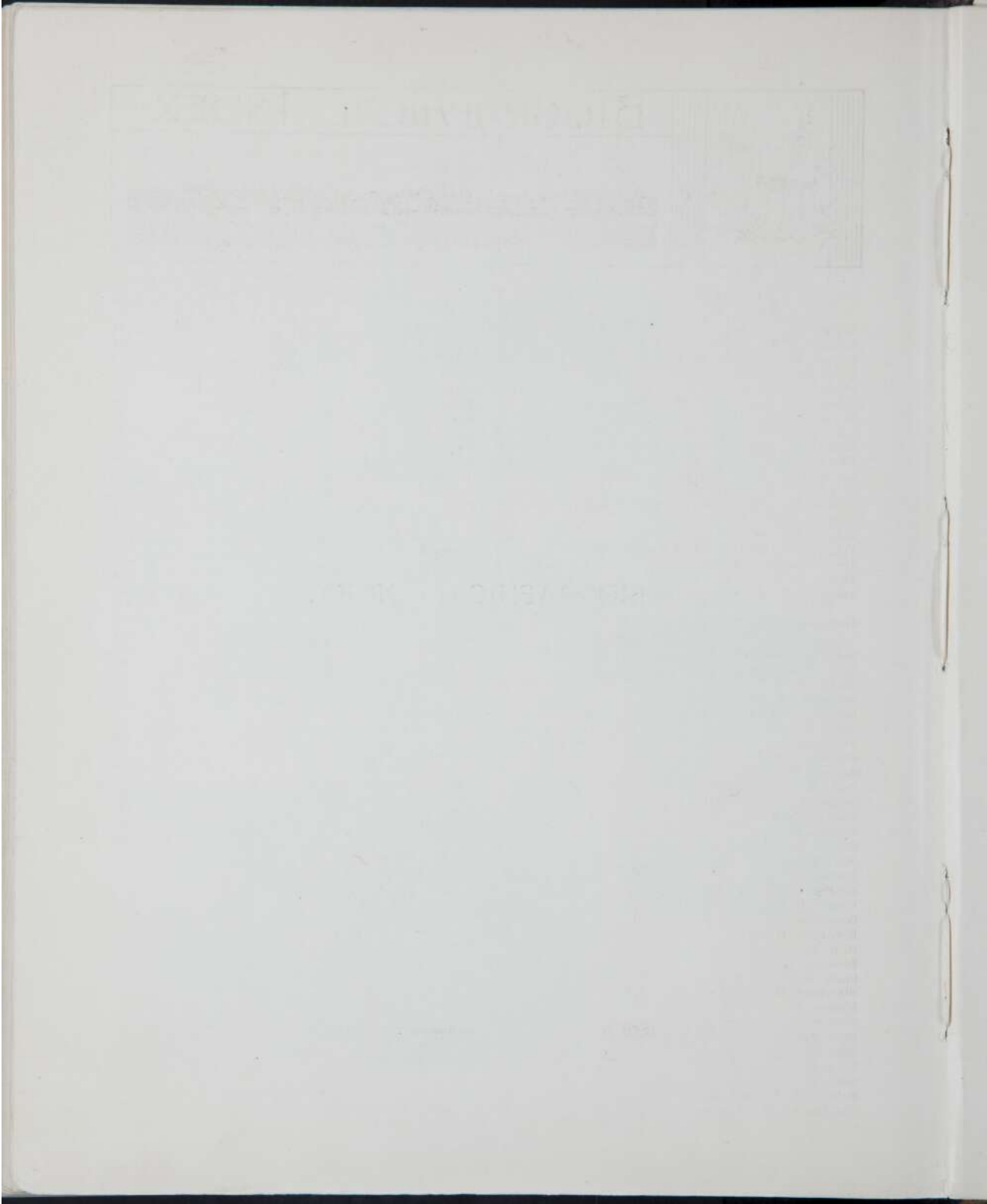
Victoria, he settled in Western Australia, which he now looks upon as his adopted State. In 1912, finding his health in an indifferent state, Mr. Croasdale took a trip to England, leaving his business under the control of his son John, who for some time past has actively assisted in the management of the concern.



Photo by C. E. Farr.

MR. J. W. CROASDALE'S 30-H.P. E.M.F. MOTOR CAR.

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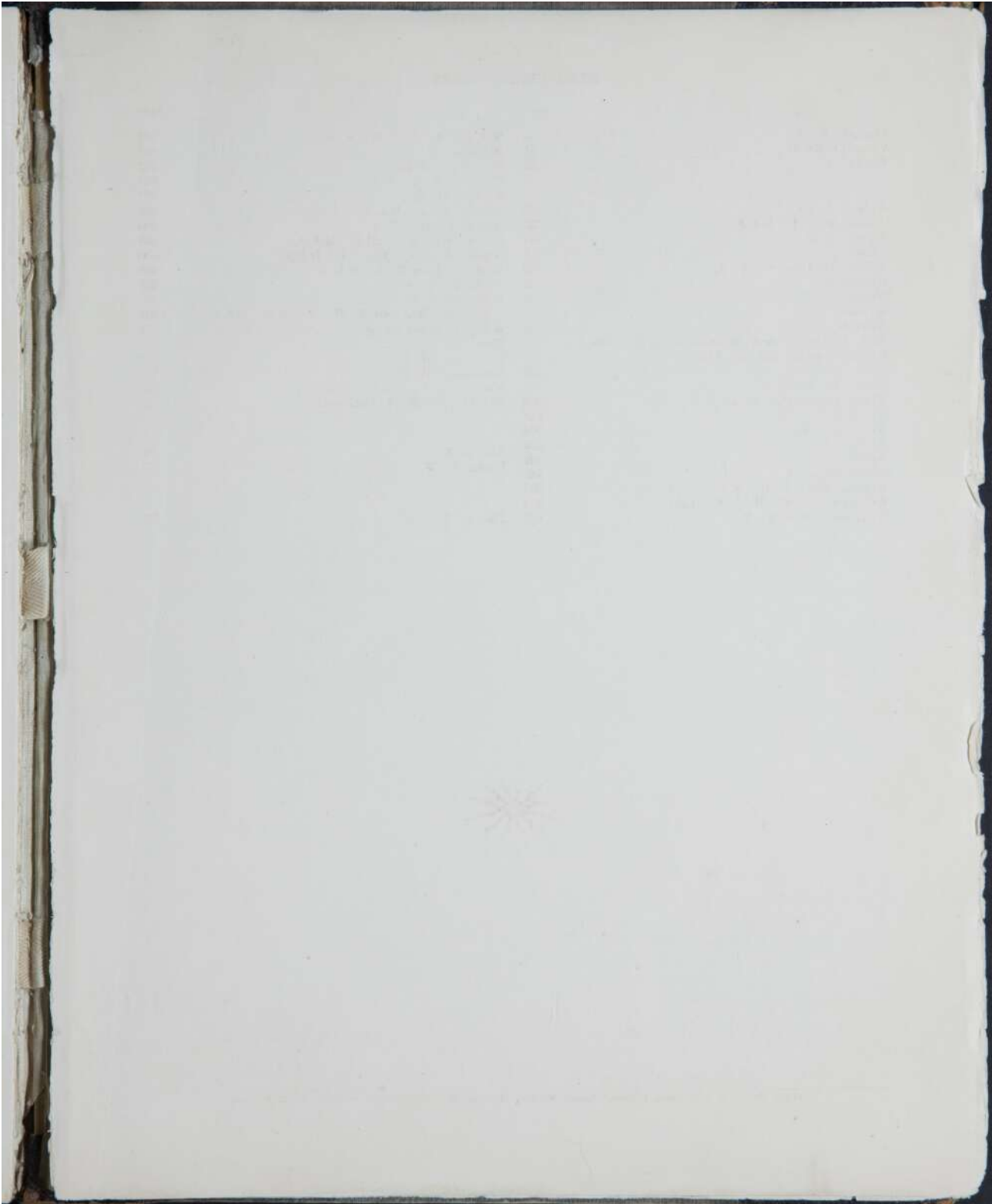
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