

is required from Consolidated Revenue for the maintenance of hospitals, the tax next year will be 2d. instead of 1d. It would be safer to have paragraph (f) out altogether. I move—

That paragraph (f) be struck out.

THE MINISTER FOR MINES: While the case mentioned by the hon. member may come under this paragraph, if we strike out the paragraph it will inflict hardship on other districts in compelling the Government to provide out of Consolidated Revenue the cost of medical attention at the Old Men's Home. The Albany hospital is maintained almost wholly by Government funds. That obtains in all parts where hospitals have to receive patients from among those who are not called upon to subscribe.

Hon. P. Collier: Why?

THE MINISTER FOR MINES: If a ship brings in a patient, the hospital has to accept him. In Denmark they have a medical fund. It is conceivable that the Albany hospital authorities may arrange with a nurse who has a nursing home, assisted by the medical fund at Denmark, to take in patients instead of sending them on to the Albany hospital. Under paragraph (f) a by-law can be made providing for the admission of patients to an approved nursing home.

Hon. W. C. Angwin: That is provided for in Clause 32.

THE MINISTER FOR MINES: But not in the manner desired.

Mr. Mann: If the words "or other persons" were struck out from paragraph (f), the position would be met.

THE MINISTER FOR MINES: There is no power in the Bill to grant poor relief, so it can only mean medical or surgical relief. It is better to err on the side of giving those responsible complete authority than to rope them in too finely. If we were to strike out "or other persons" from the paragraph, no relief could be granted except relief to patients. Clause 36 makes suitable provision.

Hon. W. C. Angwin: No, that is entirely different.

THE MINISTER FOR MINES: Surely they are entitled to it. They will be contributing to the medical fund. I hope the hon. member will not make it impossible to carry out something he really desires.

Mr. DAVIES: The paragraph should be retained. The Perth Hospital sends to the Convalescent Home at Cottesloe, patients who have recovered and subscribes to their keep while they are there. In such instances this paragraph would operate. The Perth Hospital authorities intend to enlarge that benefit. If patients were kept at the hospital they would be charged 9s. a day, but at Cottesloe they are charged 15s. or £1 a week.

Hon. W. C. ANGWIN: I ask leave to withdraw the amendment.

Amendment by leave withdrawn.

Hon. W. C. ANGWIN: I move an amendment—

That in paragraph (f) the words "or other persons" be deleted.

Amendment put and passed; the clause, as amended, agreed to.

Clauses 36, 37—agreed to.

Clause 38—Local visiting and advisory committees:

On motion by the Colonial Secretary, clause amended by striking out "managed by the trust."

Hon. W. C. ANGWIN: There is no necessity for the clause.

The Colonial Secretary: It is necessary where a board is not appointed through lack of the hospital spirit.

Hon. W. C. ANGWIN: I hope it will be compulsory to have a board in each district. The object of the Bill is to secure uniformity.

Clause as amended agreed to.

Progress reported.

BILLS (2)—RETURNED.

1, Western Australian Bank Act Amendment (Private).

2, Supply Bill (No. 3), £1,040,000.

Returned from the Council without amendment.

House adjourned at 10.57 p.m.

Legislative Council,

Thursday, 7th December, 1922.

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The PRESIDENT took the Chair at 4.30 p.m., and read prayers.

ASSENT TO BILLS.

Message received from the Lieut.-Governor notifying assent to the following Bills—

- 1, Married Women's Protection.
- 2, Administration Act Amendment.
- 3, Public Education Acts Amendment.

MOTION—STANDING ORDER SUSPENSION.

New business after 10 o'clock.

The MINISTER FOR EDUCATION (Hon. H. P. Colebatch—East) [4.33]: I move—

That Standing Order No. 62 be suspended for the remainder of the session.

Standing Order No. 62 reads as follows—

No new business shall be commenced after 10 o'clock at night.

I do not know what was the intention of the framers of this Standing Order; that is to say, I do not know what is meant by "new" business. It might very well be contended that new business can only be business which is not on the Notice Paper, business which has not yet been considered. If that were the case, I should not ask for the suspension of the Standing Order. But we have always interpreted the Standing Order as meaning even business on our own Notice Paper, that having disposed of one Order of the Day, if it be after 10 p.m. we cannot take the next. Now that we are getting towards the end of the session, this Standing Order might prove very inconvenient, might cause the House to lose an hour's work. It is only reasonable to ask the House to agree to the suspension of this Standing Order for the remainder of the session.

Hon. J. DUFFELL (Metropolitan-Suburban) [4.37]: I hope the House will not agree to the motion. The Minister has not told us whether it is for the purpose of cleaning up the Notice Paper with a view to completing the session before Christmas. Previously he has taken that course when asking for the suspension of this Standing Order. This time he refrains from telling us that, probably because he realises there is no possible chance whatever of closing before Christmas.

The Minister for Education: I would not say that.

Hon. J. DUFFELL: Well, I ask the Minister what chance is there? I have before me the Notice Paper of another place, containing 33 Orders of the Day, to say nothing of a number of motions. In the ordinary course of events we have, between this and Christmas, six more sitting days. If the Minister thought it possible for another place to get through those 33 Orders of the Day, some of them highly contentious, before Christmas, it might be all right; but, of course, it is clear that there is no possible chance of getting through, even though they should sit night and day. To take new business after 10 p.m. will do more harm than good. We are supposed to be a House of review, but certainly late at night members cannot be in the best of mental state to review important legislation. There is sufficient business on this Notice Paper to keep Parliament busy until February next. In the early part of the session the Minister went away on important business to Melbourne, with the result that we were closed down for a fortnight. On his return we had little or no business from another place and so, it being desired that Sir William Beach Thomas, a distinguished visitor from London, should see the most attractive parts of the State, the House closed down for another fortnight to allow the Minister to accompany Sir William.

Now, when the weather is likely to be oppressively hot, we are asked to suspend Standing Order No. 62 so that we might sit night and day. I remind hon. members that the Appropriation Bill this session will require more than ordinary consideration. In the circumstances I feel justified, though reluctantly, in voting against the motion.

Hon. J. CORNELL (South) [4.41]: I hope the House will agree to the motion. It has been the procedure every session, and there is no reason why it should not be followed on this occasion. Even with the Standing Order suspended, the House will still be master of its own affairs, and if the Minister should show any inclination to sit unduly long hours, we can report progress in spite of him.

Hon. J. J. HOLMES (North) [4.42]: I should like to support the motion, because we all realise that the congested state of the business is not the fault of the Minister. Business is not sent up to us from another place as promptly as it should be. However, the suspension of the Standing Order will not do any good. We extended the life of the last Parliament for six months in order to obviate this difficulty, in order to bring about the general election six months earlier than before, so that Ministers might meet Parliament in June with a full programme of business. Since they have failed to do that, what good can result from the suspension of the Standing Order? How long is the session going to last? If we could finish before Christmas, the motion might be justified, but I do not see how we can finish before March. If the Minister assures us that we shall finish before Christmas, I will offer no objection to the motion.

The Minister for Education: I can give no such assurance.

Hon. J. J. HOLMES: Many of us have to earn our own living before coming here. I do that every day, and then put in four or five hours in my seat. In the circumstances I admit that I am not fit to be a member of a House of review after 10 o'clock at night. My sympathy is with the Minister. Frequently have I complimented him on the manner in which he conducts the business of the House, and the courtesy with which he supplies information asked for. If for that alone, I would help him if any good could be accomplished; but if we are to sit here until 2 o'clock in the morning from now to Christmas, and then find that we cannot finish up, what shall have been the use of extending our hours of sitting?

Hon. A. LOVEKIN (Metropolitan) [4.45]: In view of the speeches we have heard, I move an amendment—

That "the remainder of the session" be struck out and "14 days" inserted in lieu.

That will bring us up to Christmas, and we shall then know whether or not the session

is to be concluded before the holidays. If the session is to be continued in the new year, we shall not require the suspension of this Standing Order.

The Minister for Education: I will accept the amendment.

Hon. C. F. BAXTER (East) [4.46]: I hope the amendment will not be agreed to. Nothing can be gained by it. I am sure the Leader of the House will be the last one to attempt to overwork members if there is no necessity for it.

Hon. A. Lovekin: We had it pretty solidly last session.

Hon. C. F. BAXTER: If the Minister sees a chance of finishing before Christmas he will take advantage of this motion, but he can be no more anxious to work all night than any other member of the Chamber. He has always been considerate to the House. From year to year we have had the same unfortunate experience of a lot of business at the fag end of the session. Work is held up in another place until the last few days, and it is piled on to us. I know what treatment this Chamber has had from the Assembly in the past. It would be much better to leave this matter entirely in the hands of the Leader of the House.

Hon. A. Lovekin: A nice mess was made of things last session.

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

Ayes	..	..	..	..	4
Noes	..	..	..	..	16
Majority against					12

AYES.

Hon. V. Hamersley	Hon. J. Mills
Hon. A. Lovekin	Hon. J. Duffell
(Teller.)	

NOES.

Hon. R. G. Ardagh	Hon. J. M. Macfarlane
Hon. F. A. Baglin	Hon. G. W. Miles
Hon. C. F. Baxter	Hon. T. Moore
Hon. H. P. Colebatch	Hon. E. Rose
Hon. J. Cornell	Hon. H. Seddon
Hon. J. Ewing	Hon. H. Stewart
Hon. E. H. Harris	Hon. F. E. S. Willmott
Hon. J. J. Holmes	Hon. H. Boan
(Teller.)	

Amendment thus negatived.

Question put and negatived.

BILL—JARNADUP-DENMARK RAILWAY.

Second Reading.

The MINISTER FOR EDUCATION: (Hon. H. P. Colebatch—East) [4.56] in moving the second reading said: This Bill forms an important part of the migration policy of the Government. The route of the proposed railway is shown on the map hanging on the wall of the Chamber. The total distance of the railway is about 131 miles, but of that distance some 16 miles has already been constructed. It is known as the Jarnadup-Pemberton tramway and was built in connection with the Pemberton sawmills. This leaves 115 miles of the new line to construct. The railway would traverse what I venture to say is one of the richest tracts of unpeopled country in the known world.

Hon. J. Ewing: Hear, hear!

The MINISTER FOR EDUCATION: We have there a combination of a perfect climate, an abundant rainfall and rich soil such as I do not think can be found unoccupied in any other country. The reason why it has remained so long unoccupied is not far to seek. Western Australia has had a very sparse population, and people have naturally turned to those localities where land could be more quickly brought into cultivation. Heavy timber and the absence of railway communication are the chief reasons why this stretch of country has so long remained unused. No sounder railway proposition was ever placed before the Parliament of this State. The land to be traversed is almost entirely Crown land. The Bill contains a provision that is placed in every Railway Bill in regard to such acquisition of private land as may be necessary, but this line will traverse practically all Crown land. Although the total length of the line will be 131 miles, and the proportion to be constructed about 115 miles, it is not intended that the whole shall be built as one job. Its construction may be extended over a considerable period. It is intended that the railway shall be built in short sections, and the whole of the land that is made available by one section will be settled before another is started. It is for that reason I think the proposition is the soundest railway project ever submitted to this Parliament. There will be no dead capital lying idle. When one section of 10 or 15 miles, according to the nature of the country, is completed the whole of that section will be settled. People will be placed on the land served by that section before another is started.

Hon. V. Hamersley: Will the section be built by contract?

The MINISTER FOR EDUCATION: I do not know. In some cases it may be difficult to build short sections by contract.

Hon. G. W. Miles: You ought to know that.

The MINISTER FOR EDUCATION: No doubt the building of railways by contract is the better system. There may be cases where

BILL—LAND ACT AMENDMENT.

Read a third time and passed.

BILL—ESPERANCE NORTHWARDS RAILWAY EXTENSION.

Received from the Assembly and read a first time.

it will not be easy to let contracts for the construction of short sections of railways.

Hon. G. W. Miles: We should have provision for that in the Bill.

The MINISTER FOR EDUCATION: The first five miles of the route of the railway from Pemberton traverses what, in all probability, is the best karri country in the State. A good deal of that length will be reserved for timber. There, the settlement will not be so dense as along other portions of the line. Along the next ten miles of the railway a large number of settlers can be placed on holdings. Settlement for the most part will be under group settlement conditions, which practice has been followed in Western Australia for the last 18 months.

Hon. G. W. Miles: How many do you propose to settle along the length of 10 miles?

The MINISTER FOR EDUCATION: About 800 families.

Hon. G. W. Miles: Would they all be within 12 miles of the railway?

The MINISTER FOR EDUCATION: They would be within $12\frac{1}{2}$ miles of the line. The map, which is displayed for hon. members, shows the land within a radius of $12\frac{1}{2}$ miles on one side and I do not think that it is more than $12\frac{1}{2}$ miles on the other side, from the line to the coast at any point.

Hon. G. W. Miles: Is the land good right through to the coast?

The MINISTER FOR EDUCATION: It would be wrong to say that it is all good land. The country there is mixed as in other parts of Western Australia, but I understand from the surveys that have been made—and this part of the State has been traversed very carefully and surveyed, while some of it is already cut up—the percentage of good land is very high. The rainfall in this part of the State is really remarkable. At Pemberton records have been kept for the last eight years and these show that the average rainfall has been 61 inches. At Nornalup the average is 53 inches. A feature of this rainfall is that it is recorded in every month of the year. January, February, and March are the months of the lightest rainfall, but at Nornalup there is no month during which they get much less than an inch of rain. February, I think, is the lightest month, when the average is 86 points. The result is that the land can be cropped and used all the year round. In fact, the good land will produce three crops a year. The climate, as hon. members know, is mild and healthy. It is probably the most pleasant of any portion of the State, and certainly nowhere else in Australia is there a better climate than we possess in our South-West. In addition to the agricultural possibilities that will be opened up by the construction of the line, there are great timber resources available, and it is intended that the timber shall be protected and turned to the best account. A feature of the proposal that is worthy of some attention from hon. members is that a number of beauty spots will be opened

up and brought within reach of tourists from abroad as well as of the people within the State. The line traverses what I regard as the most beautiful part of Western Australia. I have not been over all of it, but I know the Pemberton end and I have traversed the country from Denmark to Nornalup. In my opinion, Nornalup and the Frankland River are without exception the most beautiful spots in Australia. Practically all the land to be traversed by the railway is owned by the State. Never before, in constructing a railway have we been able to say that we could settle the people along the area traversed on a face. In this case, we can settle the country on a face and in a length of ten miles, the area to be served representing about 160,000 acres. Part of that will be timber land and some will be permanently reserved for timber. Other parts will be partially reserved for timber, and that area will not be available for settlement until the timber has been removed. The removal of the timber will afford traffic for the line and will also serve to clear or partially clear the land, thus reducing to a considerable extent, the final cost of clearing. The remainder of the land will be made available for settlement straight away. A large proportion of the area is peat swamp land and a lot peat black sand, of much the same character as that to be seen on the Peel Estate. The timber in these parts comprises red gum, karri and jarrah, and towards Nornalup there is a little tingle-tingle.

Hon. J. Ewing: Tingle-tingle is a sort of jarrah, is it not?

The MINISTER FOR EDUCATION: Yes. The country to be served embraces five large inlets, these being Parry, Irwin, Walpole, Broke and Nornalup Inlets. All of these are magnificent sheets of water. The railway traverses the valleys of seven rivers: the Collier, the Frankland, the Deep, the Weld, the Shannon, the Warren and the Gardner rivers. Many of these are magnificent watercourses, and particularly is this so in the case of the Frankland River. Along that river, there are 50 miles of water frontage that can be developed. This area will be magnificent fruit country and the best peaches in the State are grown there. All classes of stone fruit can be produced there. Two settlers in particular have lived in that part of the State for a long time, under rather isolated conditions. If those people do not mind the isolation, they must be living happy lives in the midst of most beautiful surroundings. One of these settlers is Mr. Skinner Thompson who resides on the Deep River, and the other is Mr. Boulanger, whose home is on the Frankland River. I do not know if hon. members have had the privilege of visiting that portion of the State, but I can imagine no more delightful way to spend a short holiday than to enjoy the hospitality of the Boulangers. There they give a visitor home-grown asparagus for breakfast. In these areas the people who settle on the land can produce almost everything they want. They can grow crops all the year

round, and, as I have already pointed out, on the best of the land they can grow three crops within 12 months. I do not think there is anything that can be done in New Zealand or in the richest parts of Victoria that cannot be done in the South-West of Western Australia. On a face of 10 miles it is estimated that we can settle 800 families, giving each a holding of about 100 acres. This settlement will mean, amongst other things, the establishment of a township about every 10 miles. Hon. members will realise that 800 settlers will maintain a prosperous little township. Good townships are being maintained by less than 800 settlers. We know of a number that have been developed along the agricultural lines through the wheat belt. In many cases, substantial towns have been established not more than 20 miles apart. In those parts, however, the settlement is not nearly so dense as it will be in the South-West. It is quite safe to say that a decent township will be established every 10 miles. That will mean that we will have 10 more good towns in Western Australia. It is proposed to look ahead and in laying out townships, town blocks will be provided, each being of from five to ten acres, so that the people employed in the town may produce something on their holdings. In a part of the State where there is plenty of land, it is a wise provision to adopt the course I have suggested, for it will mean that those who live in the towns will not be town dwellers exclusively, but will be producing as well. Splendid opportunities will be provided for the establishment of butter factories in these towns. As was pointed out clearly when we were discussing the Dairy Industry Bill, the difficulties which have faced butter factories so far have been largely on account of the long distances over which the cream has to be collected. This means that the factories cannot maintain an even standard and there is considerable difficulty in producing butter that will keep. With the settlement of the 800 settlers in the South-West within a radius of 10 miles—many of them will be engaged in dairying or will make it one of the features of their activities—we would have ideal conditions for the establishment of butter factories, producing an article capable of competing in the world's markets with the best products from the Eastern States. I do not know of any reason why that cannot be done. Recently the spread of subterranean clover throughout the South-West has greatly increased the feed value of the land. Subterranean clover has been sown from the Peel Estate down the coast to Albany, and I do not know that it has failed anywhere. I have seen it growing on land that would be classed as very inferior second class land and it has given the area a feed value that was very considerable. Many parts will be reserved permanently as beauty spots for the sake of the people generally. It is considered that along the length of the railway line, 8,000 families can be established. If we regard each family as including five

persons that means we will have 40,000 people settled there, which is a big addition to the population of Western Australia.

Hon. G. W. Miles: That would be without considering the town population at all?

The MINISTER FOR EDUCATION: That is so. There should be eight or ten towns, each with a population of from 100 to 200. Under the group system of settlement the land will be brought into production much more quickly than is possible under any other method. I trust that all members of this Chamber have taken an opportunity of visiting the Peel Estate. Those who have not done so should repair the omission as soon as possible, because that discloses one important feature affecting the immediate prosperity of Western Australia. On that estate they will see right at their doors the group settlement system in progress. It is estimated that between 600 and 700 families can be established on that estate. Country of a similar character extends down to Bunbury and further south still. It is the intention of the Government to continue the development of these lands on the same lines.

Hon. J. Ewing: Hear, hear!

The MINISTER FOR EDUCATION: At present some 40 groups have been settled under this system and that means 800 families. I have not visited the whole of them, but I have seen nearly all at Manjimup, Pemberton and on the Peel Estate. There is no doubt that the people on these properties are full of confidence. Although in many cases the cost of clearing has been high, that cost is being steadily reduced with experience, and I do not think there is any question but that in almost all cases the value of the land when it is cleared will amply repay the cost of clearing. There was one case in particular which was brought under my notice. It referred to 150 acres of land at the Serpentine. It was sown with clover and brought £40 per acre. That land was of inferior quality compared with that which we propose to settle along the route of this railway. I have already intimated that 40 groups have been settled. We have now land ready for another 12 groups and that land is all within reach of the present railway facilities. We are putting on groups week by week as quickly as we can. Some 12 or 15 miles south from Pemberton, there are 200 blocks already surveyed and we can place people there as soon as railway facilities are provided. Group settlement is perfectly satisfactory and I see no reason why it should not be continued indefinitely until our empty spaces are filled up. On the contrary, I can see nothing but disaster for Western Australia unless we proceed with the filling up of our empty spaces. It may be asked when the people grow these things what will they do with them? We have a local market for two million pounds worth of produce which is now imported annually from other places. The overtaking of that will occupy our settlers for some consider-

able time, and when they have accomplished that, there is no earthly reason why they should not tap the markets of the world, just as producers in other portions of Australia are doing. The Bunbury factory at the present time is turning out about 22 tons of butter per fortnight, and I do not think that Bunbury has the advantages from the point of view of getting its cream within a short distance that factories established in the vicinity of group settlements will enjoy.

Hon. G. W. Miles: Why is the railway to be built so near the coast for a number of miles?

THE MINISTER FOR EDUCATION: The route of the railway has been determined after a very careful and exhaustive survey with a view to serving the greatest area of good land. Surveyors have been through that country for years past. That is why the line does not follow a straight route. There are deviations on account of the physical difficulties and others which have been made in order to serve the best land.

Hon. J. Mills: At one place it will be only a mile and a half from the sea.

Hon. G. W. Miles: At Denmark and Nornalup it seems to be very close to the coast.

Hon. H. Stewart: It is poor land further back.

THE MINISTER FOR EDUCATION: The land has been subjected to the most careful scrutiny and the route has been determined accordingly. Further up the land may not be of equal quality.

Hon. C. F. Baxter: Although some of it is second class land, it will be utilised some day and there will be no railway to serve it.

THE MINISTER FOR EDUCATION: One object in taking the line close to the coast is to open up places like Nornalup. One would not dream of building a line in that district without touching at such a place as Nornalup. An important portion of the railway traffic will arise from tourist excursions to Nornalup, which no doubt will develop into a big place, and will be well worth serving. The Government are doing all they can to place group settlers on vacant lands along existing railways. With the assistance of the Closer Settlement Bill, which I hope will be finalised in the course of a few days, the Government will probably be able to do more. It has been suggested that the Government should start the construction of this railway from both ends. If that were done, it would be possible to take the timber from the Denmark end into Denmark.

Hon. G. W. Miles: Is there a mill at Denmark now?

THE MINISTER FOR EDUCATION: I do not think it is running at present. It is not the intention of the Government to construct any portion of the line in advance of requirements. The line will not be built on the off-chance of settlers coming along. The Government propose to open up the land and build a section of the railway, and not until

this section is settled will a further section be built. By these means we shall avoid having a lot of line unutilised, earning nothing and costing us interest. The group settlements mean, among other things, getting a good man for each block. The work of a group as a group has the effect of weeding out unsuitable men. The other group workers will not stand a man who does not work, because he is a burden on them. The foremen have been given very wide powers; any member of a group who does not prove to be a worker goes out. The system not only results in the preparation of the land but ensures a good worker for every block, and from what I have seen, I have no doubt that the members of the groups are genuine workers who will make good.

Hon. G. W. Miles: What is the estimated cost of the line?

Hon. A. Lovekin: It has been stated as £800,000.

THE MINISTER FOR EDUCATION: Yes. A little over £7,000 a mile.

Hon. G. W. Miles: Is it proposed to make provision for the standardising of the railway, or do you propose to continue as at present?

THE MINISTER FOR EDUCATION: It will be of 3ft. 6in. gauge, the same as the other railways of the State. In a district so remote, we could not do other than build it on the 3ft. 6in. gauge. There is a very long strip of 3ft. 6in. railway between that and the city. I am satisfied that this country should not have remained idle so long. It is country which can be safely and quickly peopled if means of transport are provided; it is country which cannot be utilised until it is served with a railway, and it is an essential part of the Government's immigration policy that we should be able to people this south-western portion of the State. I move—

That the Bill be now read a second time.

Hon. C. F. BAXTER (East) [5.22]: This is one of the Government methods to open up the country on a very large scale. They are seeking authority to construct 115 miles of railway through the South-West, but this country is so expensive to develop that the Government will be getting into deep water. The intention of the Government is to build the line in sections. Parliament should authorise the construction of a section, but there is no necessity to authorise the construction of the whole of the line at this stage.

Hon. H. Stewart: If they wanted to construct the rest of it, they would do so.

Hon. C. F. BAXTER: I do not think so. To authorise the whole of the line will commit the State to an expenditure of about a million pounds. The estimate for the line is £800,000, and we who have had experience of the construction of railways know that that amount is likely to be greatly exceeded. Even if we allow £1,000,000, that will not represent the whole of the expense. It will cost six times the amount to develop that country. It is good land, but it is very heavily tim-

bered. If the Government were given authority to construct a section of 40 miles, they would be doing very good work if they succeeded in settling it in two years. We ought to consider what can be produced there for which there is a market. The Leader of the House said that three crops could be grown. But our aim should be to utilise this country to raise produce for which there is a market. The South-West is said to be good dairying country. It will be good dairying country when it is developed, and when there is pasture suitable for dairying. No new country is capable of producing butter of good keeping quality. Old pasture is necessary for successful dairying. First there should be grazing, and when the timber has been dead for some time and the land sweetened, other lines of agriculture such as fodder growing could be undertaken. It will take 14 to 16 years to sweeten the virgin country of the South-West and make it suitable for producing a good keeping butter. The Leader of the House compared settlement in the South-West with settlement in the wheat areas. There is this important difference, that in the wheat country a man can get a fairly good return in the second year, and in addition he can produce side lines. In the South-West it will take much more than two years.

Hon. H. Stewart: For the side lines only?

Hon. C. F. BAXTER: For the side lines there is no market.

Hon. E. Rose: No market?

Hon. C. F. BAXTER: For what is there a market?

Hon. E. Rose: Bacon.

Hon. C. F. BAXTER: Would the hon. member utilise the whole country for pig raising? It will take seven years before any return can be obtained from the fruit industry, and then the market is not always satisfactory.

Hon. J. Ewing: You are a pessimist.

Hon. C. F. BAXTER: When we are asked to authorise the expenditure of £1,000,000, we should face the facts.

The Minister for Education: The wheat market is not always satisfactory.

Hon. C. F. BAXTER: But wheat is a product which can be kept for years, if necessary.

Hon. G. W. Miles: Turn the fruit into pigs.

Hon. C. F. BAXTER: I am as eager as any member to see the South-West developed. I know its value, but the work must be done gradually. If this State had any amount of money available we should do well to construct this railway. But should we construct further railways in view of the finances of the existing railway system? Certainly not. The returns from fruit last year were not satisfactory. We have been informed that growers received a return of 1s. a case from 300,000 cases. At present there is a glut of soft fruit. Adequate preparation should have been made to utilise the fruit instead of its having to go to waste. I am not referring to the Government now; the growers

are to a large extent to blame. They could have combined and undertaken pulping, and could have exploited markets within the State which have not yet been exploited. Had they combined, they could have done some good for themselves. Mr. Rose mentioned bacon. There is a good market for bacon.

Hon. J. Cornell: Pigs would do well in the eastern districts.

Hon. C. F. BAXTER: Yes, but owing to the price of wheat during the last four or five years farmers have not gone in for pig-raising. They will revert to it, however, and they will be able to raise pigs more cheaply than can be done in the South-West. There is a good opening for that one line. The markets do not justify the development of the South-West on the lines suggested by the Government. The land should be developed slowly but surely. Let us have a gradual process instead of rushing millions into that portion of the State. I shall not oppose the Bill, for I consider that we should assist the Government in the development of the country, but in Committee I propose to move an amendment limiting them to 35 or 40 miles. The Government themselves only suggest laying down a section at present. They will have their hands full with that, and the matter can be reviewed next session, and a further extension granted if necessary.

On motion by Hon. F. E. S. Willmott, debate adjourned.

SELECT COMMITTEE—ELECTRICITY SUPPLY.

Report adopted.

Debate resumed from the previous day on the motion by Hon. A. Lovekin—

That the report of the select committee be adopted.

Hon. A. LOVEKIN (Metropolitan—in reply) [5.33]: After the select committee had been appointed, a good deal of adverse comment was levelled against them on the ground that the objective was to do some injury to the Perth City Council. There was no intention of that kind, and I think that is evident from the character of the report itself. Personally, I had no such desire, and I am sure no other member of the select committee had. What we all desired was to see whether we could be helpful to the City Council, and of some benefit to the State. I have been in Western Australia for a good many years, and have seen a good many blunders perpetuated by the Perth City Council. What I had in mind when proposing the appointment of the select committee was to try to avoid another very grave act of blundering, and of injury to the ratepayers of Perth.

Hon. J. Nicholson: We should have had you in the City Council.

Hon. G. W. Miles: He might have been a very useful member.

Hon. J. Nicholson: I have no doubt he would.

Hon. A. LOVEKIN: I cannot forget that when I first came here—this is an illustration—I was the official shorthand writer to a conference between the City Council and the then owners of the Victoria reservoir, Mr. Neil McNeil and Messrs. McLean Bros. & Rigg. There was a difference of £20,000 between the City Council and the owners of the works, and the council, in a big deal like that, would not give way or depart from the first sum they offered. I think the owners wanted £200,000, and the City Council offered £180,000; and the deal fell through. Subsequently the reservoir was purchased for £480,000. The same ratepayers had to foot the bill as would have footed it had the purchase been consummated at £200,000. Much the same thing happened with regard to the sewerage system. The City Council stood aside when the septic tanks, which obviously were going to pollute the river, were to be installed. The septic tanks were placed on the river with the results we know to-day. People at the time were urging that there should be a sea outlet. After the loss of all the money spent on the septic tanks, the engineers have now prepared plans for a sea outlet for the sewage. We cannot forget the tramway deal. There was the City Council with a magnificent proposition in their hands, only having to wait a little while to get the trams for nothing; but they permitted the Government to step in.

Members: Nol

Hon. J. Nicholson: They did not permit the Government.

Hon. A. LOVEKIN: If it had been a live City Council, the Government would never have taken those trams over.

Hon. J. Duffell: They were very much alive then. They wanted to control all the sister municipalities around the metropolitan area.

Hon. A. LOVEKIN: This is rather beside the question, but I think I could show that if the City Council had been alive the Government would never have taken those trams out of their hands.

Hon. J. Nicholson: Is that the spirit in which the select committee's report was framed?

Hon. J. Duffell: That has nothing to do with the report.

Hon. A. LOVEKIN: I moved for the select committee, because I did not want to see another of those blunders perpetrated. Has there been a worse blunder than the very purchase of the works themselves? The City Council, without due thought, rushed in and took advantage of their position under the Act. They took over the works, with the result that they got a lot of plant that should be scrapped, and that they paid very heavily for goodwill. The undertaking is left for all time with the burden of the charge for goodwill, which burden Mr. Crocker and others to-day have to grapple with. The only

saving part was the subsequent agreement made by at any rate one mayor with some segacity—Mr. Prowse. He negotiated the agreement with the Government.

Hon. J. Nicholson: And you want to do the City Council out of the benefit of that agreement.

Hon. J. Duffell: That is uncalled for.

Hon. A. LOVEKIN: Certainly not. The select committee did not contemplate anything of the sort, as I shall show. But I did want, when moving for the select committee, to prevent the City Council holding that agreement, and using it to the disadvantage of the city. The select committee's report shows that some word of warning was necessary. One of the witnesses we called was the chairman of the electric lighting committee. I ask hon. members to read that witness's evidence, and see how much the chairman of the electric lighting committee knew about the business. Again, I ask hon. members to read the evidence of the mayor, who was called, and ask themselves how much the mayor knew about the business. There was one very able man, as every member of the select committee says—Mr. Crocker. He was the only pebble on the beach. Mr. Crocker is in the position of a business manager who has to make his enterprise pay regardless of policy or wider outlook. The result has been that the working of the enterprise has been such that too much profit has been made at the expense of the present ratepayers, instead of the reduction of the waste capital which had been thrust upon Mr. Crocker by this grave blunder of the City Council being spread over a lengthy term. Mr. Crocker has the double undertaking of electric lighting and gas; and wherever gas and electric light have been worked together, the electric light has suffered. That was so in England until the Electricity Commissioners separated them, since when the electric light has gone ahead by leaps and bounds, and the gas has been going back to where it must in time go—an obsolete motive power, and an obsolete illuminant, and an obsolete heating element. I do not wish to traverse the matter too far, but I would like to refer to certain comments made by those whom I may perhaps call the apologists for the Perth City Council—Mr. Macfarlane and Mr. Nicholson. Mr. Macfarlane said, "Show me where the Perth City Council have driven industry away." I might put it the other way, and say, "You show me where you have brought industry into the city."

Hon. J. M. Macfarlane: That is not an answer to my question.

Hon. A. LOVEKIN: It is an answer in another form.

Hon. J. Nicholson: You ask him another question.

Hon. A. LOVEKIN: Yes; and I am going to answer it conversely. If one looks around, one may well ask, "What have the Perth City Council done to promote industry within the city of Perth?" One can find nothing. There

is a roller flour mill in Perth, and that mill to-day is running by motive power other than electricity because it cannot get current at the same price as the Peerless Roller Flour Mill at Guildford, which is working at a great advantage. Then there is the Australian Fruit Company, which was started at Fremantle, and which for a long time was unable to come to Perth because it could not get current. There are people like Plaistowe's, who for a long time used power other than electric because they could not get a supply of current from the City Council at a reasonable rate.

Hon. J. M. Macfarlane: The Government could not supply the City Council either, a few months ago.

Hon. A. LOVEKIN: According to Mr. Crocker's evidence, the City Council started in 1917 to get current from the Government.

Hon. J. M. Macfarlane: But the Government could not supply the full amount.

Hon. F. A. Baglin: Mr. Crocker said that.

Hon. A. LOVEKIN: I do not remember Mr. Crocker saying that, but I do remember his saying that he could not supply the Government current, which was alternating current, because the people had direct current motors and direct current plant.

Hon. J. Nicholson: But the taking over was by periods, gradually.

Hon. A. LOVEKIN: These things show how the City Council failed to help. There is also the case of Mr. Rosenstamm. Perhaps I may mention that in my own case I experienced tremendous difficulty in getting supplies of current from the City Council. Take the other side of the picture, and we find Mr. Taylor, who is running the Government supply, out in all directions looking for business. He is a business man. He knows that he has overhead charges which he cannot get rid of, and that the only way he can make a profit on his business is to increase his turnover. In the last 12 months the operations of the Government works have been extended and Queen's Park and other small places have increased their consumption from 5,000 to 65,000 units. Mr. Taylor has got rid of 35 oil engines which were working in that district. In the last six months there have been 254 new consumers of current for lighting and 52 for cooking and heating.

Hon. J. M. Macfarlane: At unpayable rates.

Hon. A. LOVEKIN: Perth is being supplied at .75d. and Fremantle at .85d., and those amounts pay interest, sinking fund, obsolescence and everything else, and having done that the loss was merely £167. Mr. Macfarlane stated that the recommendation to reduce the cost of current to a penny is altogether too drastic. I have here extracts from the evidence given by Mr. Scaddan which I intended to read. I will not, however, do so, but if hon. members will read the evidence for themselves they will be able to judge whether 1d. is too low. The figures given to us by Mr. Crocker show that if the current were reduced to 1d. for power pur-

poses the loss would be £13,200. The profits, according to Mr. Crocker's own evidence, amounted to £26,000 on a nine million output. Therefore the City Council could well afford to take off the £13,000, so that industries might have a chance of starting, and so that the ratepayers of Perth might have the opportunity of securing domestic conveniences of a modern type.

Hon. J. Nicholson: Do you mean to say that there will still be a profit of £13,000?

Hon. A. LOVEKIN: Yes, on nine millions, but we must not forget that the consumption has jumped to 12 million units.

Hon. J. Nicholson: There will be no profit at all.

Hon. A. LOVEKIN: In the year that the select committee dealt with, the City Council bought from the Government £29,402 worth of current, and generated at their own stations £6,153 worth of current, a total of £35,555, and they received from the sale of that current £133,566. Out of their receipts they paid in interest £18,076, in sinking fund £10,288, for depreciation £15,234, a total of £43,598. It is a curious thing that with electricity they should put down depreciation at £15,000, whereas with gas, on which double the amount of capital has been embarked, the depreciation is set down at £3,869. This goes to show that the gas is to some extent living upon the electricity. The Gas Department lost £2,578. Electricity paid all the taxes to the council, etc., as well as the cost of 120 miles of new mains and poles, the latter representing £8,043. After paying those sums there still remained a profit of £24,517. If the charges are reduced to 1d. there will still be any amount of margin, because, in addition to the £24,000 profit, which Mr. Crocker says he made, he also paid the loss on the gas, rates and taxes on the premises and £8,043 representing the expenditure on new poles, mains, etc.

Hon. G. W. Miles: Gas and electric light can be run in conjunction.

Hon. A. LOVEKIN: Does the hon. member suggest that because there is a big loss on the gas, the users of electricity should pay for it?

Hon. G. W. Miles: Yes.

Hon. A. LOVEKIN: Electricity and gas have been separated in England. The electricity Commissioners brought about that division because one was making a profit and the other a loss. If we take from the declared profit, what the City Council spent on capital works from that profit, we still get £23,359 on a nine millions output.

Hon. J. Nicholson: That is what you say; Mr. Crocker does not say that.

Hon. A. LOVEKIN: It is to be found in the evidence.

Hon. J. Nicholson: You can make figures prove anything.

Hon. A. LOVEKIN: Mr. Crocker very fairly and fully gave us answers to all our questions, and he set out how he spent the money and showed what he had spent out of profits on new mains, poles, etc. He had no

right to spend any portion of the profits on capital works.

Hon. J. M. Macfarlane: It was not possible to borrow money during the war period.

Hon. A. LOVEKIN: Adding those charges which were paid out of profits, we got £36,000 in profits instead of £24,000, and the £13,000, which would be the loss if the reduction were made to 1d., would still leave £23,000. If we can reduce the price to 1d. we shall assist in establishing a lot of industries. They may be small industries, but they require all the assistance it is possible to give them. Take ranges; there is no reason why these and all other appliances should not be made here. I will help to bring that about. If it is desired to establish such an industry here the first thing to do is to provide a home market for the stuff. We will not do that unless we provide cheap current.

Hon. J. Ewing: You will never get it under present conditions.

Hon. A. LOVEKIN: Possibly not. Mr. Macfarlane referred to the high cost of cooking apparatus and quoted his experience. He certainly has the wrong apparatus, and it is foolish to buy that kind. While I was in America and Canada I saw what was being used in the way of cooking utensils.

Hon. R. J. Lynn: They say that your cooking apparatus blew out all the lights in the street.

Hon. A. LOVEKIN: That was not my fault; it was because the City Council would not supply me with sufficient current. I say with a due sense of responsibility that the material which is being supplied here is of absolutely no use; it is the wrong type. Since December, 1920, I have been using an automatic water heater, and though it has been used day and night it has never gone wrong. It is the right type and was built by people who understand these things. There is no reason why we should not establish an industry to manufacture the right kind of appliances. I am prepared to show any hon. member what is the right kind of apparatus to use, although I have noticed by the latest electrical journals, that even what I have had been improved upon materially. Mr. Nicholson said the City Council had to scrap its plant and instal new plant. It certainly had to scrap its plant, but by the fortuitous agreement it made it had not to buy new plant, except the transformers; because the Government found the generating plant, and so saved the council an enormous expenditure. The hon. member also referred to the report by Mr. Dicksee, and read two paragraphs. I could not follow what the hon. member meant, but I am sure he has not appreciated the difference between those two paragraphs dealing with two different matters. A body of people interested in this question of depreciation meet together and pass two resolutions, but there is a great difference between the two.

Hon. J. Nicholson: That was not Mr. Dicksee's opinion.

Hon. A. LOVEKIN: It stands to reason a body like that would not pass two contra-

dictory resolutions. Mr. Lynn, Mr. Nicholson and, I think, Mr. Macfarlane talked repudiation, and the Minister himself suggested it. The first paragraph in the select committee's report reads:—

That, however, is unalterable except by an act of repudiation, which your committee cannot recommend.

The Perth agreement is an agreement to purchase. They buy and they sell, but the price at which they shall sell is governed by the Electric Light Act, which provides that the Governor may make regulations limiting the price to be charged in respect of the supply of electricity. The select committee suggests that the Government shall put into force what the City Council has agreed to, and see to it that the conditions of sale are set out and the consumers protected. There is no repudiation about that. Now we come to the Fremantle agreement, which is not on the same terms, and which was never ratified by Parliament. That agreement provided that the Government should supply at .85d. transformed current, and that the Fremantle Tramway Board should take the whole of their supplies from the Government in consideration of the Government not supplying to anybody else within a radius of five miles. The select committee say that the agreement should be alterable because it is agreement in restraint of trade. Mr. Potter and others have not grasped exactly what is meant by the doctrine of restraint of trade. In the very early days the law would not permit any two persons to make an agreement which restrained them in carrying out their businesses. As time went on and communications improved, that doctrine was relaxed, and so they had partial restraint of trade. Later still it came to be that if the agreement between the parties were reasonable it was sufficient. As between the Government and the Fremantle Tramway Board I will not say the agreement is unreasonable. But where the rights of the public are affected parties must not make agreements in restraint of trade. I want to quote from the judgment given in the leading case in restraint of trade, *Nordenfeldt v. Maxim*, which was before the Court of Appeal in England and before the House of Lords. In that case Lord Justice Bowen said—

The last clause in the definition ought not to be overlooked, because I can see cases in which the restraint between the parties might be reasonable, but yet tend to injure the public, and the rule, founded on public policy, does not admit of any exception which would produce public mischief. That judgment was appealed against and taken to the House of Lords. All the important law Lords had something to say about it. Lord Chancellor Heischell said—

It may be, as pointed out by Lord Bowen, that in particular circumstances the covenant might be held void on the ground that it was injurious to the public interest. Lord Watson expressed an opinion. He said—

It does not seem to admit of doubt that the general policy of the law is opposed to all restraints upon liberty of individual action which are injurious to the interests of the State or community. It must not be forgotten that the community has a material interest in maintaining the rules of fair dealing between man and man.

Lord Macknaghton summed up the position in these words—

The true view at the present time, I think, is this: The public have an interest in every person's carrying on his trade freely. So has the individual. All interference with individual liberty of action in trading, and all restraints of trade of them selves, if there is nothing more, are contrary to public policy and therefore void. There is the general rule. But there are exceptions. Restraints of trade and interference with individual liberty of action may be justified by the special circumstances of a particular case. It is a sufficient justification if the restriction is reasonable . . . that is in reference to the interests of the parties concerned and reasonable in reference to the interests of the public, so framed and so guarded as to afford adequate protection to the party in whose favour it is imposed, while at the same time it is in no way injurious to the public. That, I think, is the fair result of all the authorities.

These outside municipalities such as Claremont and Cottesloe have the right to come in and say, "the agreement between the Government and the Fremantle Tramway Board may be good as between those parties, but it is infringing upon our rights, and therefore is void as against us." That is why the report of the select committee is perfectly consistent. The agreement is good as between the parties, and is void only as regards outside bodies.

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

Ayes	..	..	..	11
Noes	..	..	..	6
Majority for	..	..	..	5

AYES.

Hon. F. A. Baglin	Hon. A. Lovekin
Hon. H. Boan	Hon. G. W. Miles
Hon. J. Duffell	Hon. H. Seddon
Hon. J. Ewing	Hon. F. E. S. Willmott
Hon. V. Hamersley	Hon. J. J. Holmes
Hon. E. H. Harris	(Teller.)

NOES.

Hon. H. P. Colebatch	Hon. E. Rose
Hon. R. J. Lynn	Hon. H. Stewart
Hon. J. M. Macfarlane	
Hon. J. Nicholson	(Teller.)

Question thus passed.

House adjourned at 6.20 p.m.

Legislative Assembly,

Thursday, 7th December, 1922.

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The DEPUTY SPEAKER took the Chair at 2.30 p.m., and read prayers.

QUESTION—AVONDALE ESTATE.

Hon. P. COLLIER asked the Premier: 1, What was the price paid per acre by the Government for the repurchased Avondale Estate situated at Beverley? 2, How many acres have been sold and what is the selling price per acre?

The PREMIER replied: This question can best be answered by a return, which I hope to lay on the Table at the next sitting.

QUESTION—STORMWATER DRAINS, FREMANTLE.

Hon. W. C. ANGWIN (for Mr. Gibson) asked the Minister for Works: 1, What is the capital cost of each stormwater drain in the Fremantle municipality? 2, What is the amount of revenue received by the Government by way of stormwater rate for each of the above drains? 3, How long does the Government intend to place that charge on the ratepayers?

The MINISTER FOR WORKS replied: This information should have been asked for in the form of a return. It will take some time to prepare, but will be got ready as quickly as possible.

QUESTION—PUBLIC SERVICE APPEAL BOARD.

Mr. HUGHES asked the Premier: 1, Has he read the report of the Public Service Commissioner in which, discussing the Public Service Appeal Board, he stated inter alia on page 5:—"One of the difficulties to be contended with is the irresponsibility of evidence given by some witnesses called from outside the service. My representative may obtain excellent evidence as to salaries paid outside the service to place before the board, but is met with a refusal to allow information given to him to be used publicly, whereas appellants