

Legislative Assembly.

Tuesday, 9th September, 1919.

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QUESTION—REFORESTATION.

Mr. NAIRN asked the Premier: 1, Is it the intention of the Government to commence sylvicultural operations and reforestation as sanctioned in the Forests Act, 1913, Section 41? 2, If so, when? 3, Has a locality for such operation been decided upon? 4, If so, where? 5, If such sylviculture and reforestation have been decided upon, will employment, as far as possible, be confined to returned soldiers? 6, Will suitable homes be erected for those employed? 7, If so where? 8, Is it the intention of the Government to establish a forest products laboratory? 9, If so, when?

THE MINISTER FOR MINES (for the Premier) replied: 1, Yes. 2, As soon as a working plans officer is appointed. 3, Yes. 4, Working plan No. 1 will cover country from Mundaring to Jarrahdale. Working plan No. 2 will cover country between Capel and Sabina rivers. 5, Yes. 6, Yes. 7, Adjacent to the work. 8, No. The Federal Government will establish the forest products laboratory. 9, When the Science Bill becomes law.

QUESTION—AGRICULTURAL HALLS, GOVERNMENT SUBSIDY.

Mr. PICKERING asked the Premier: In view of the urgent necessity for making country life attractive and providing some of the advantages appertaining to city life, of which most country districts are destitute, will he reconsider the Government's decision, arrived at in 1914, to shut down on subsidies on the pound for pound basis for the erection of agricultural halls, as in many instances the question of providing such funds is beyond the financial possibilities of the residents?

THE MINISTER FOR WORKS (for the Premier) replied: Yes, as soon as the finances of the State permit.

QUESTION—POLICE, PROMOTIONS.

Mr. JOHNSTON asked the Minister for Mines: 1, Who actually selects members of the police force for promotion, the selection board or the Commissioner of Police? 2, Are the recommendations or selections of the selection board recorded? 3, Who makes the recommendation to the Minister that the decisions of the board be carried into effect?

towing the title of justice of the peace upon them. To-day in our Children's Court, women exercise equal functions with male justices. The State in its wisdom has seen fit to declare women quite capable of attending to the duties associated with the Children's Court, an innovation which I think is in the right direction.

Hon. J. J. HOLMES: Women are coming into the legislature. Why not wait until then to see what they want.

Hon. J. CORNELL: I have yet to learn what women do not want. We have heard it said that women are fit to carry out the functions which are discharged by hon. members. Therefore when we give her that prerogative we destroy any other argument which we might bring forward. The Premier has promised that women shall have equal rights with men, and I am informed that a comprehensive measure is likely to be introduced so as to remove all disabilities which are to-day placed on women. We have, however, an opportunity in the Bill before us to say whether we shall extend equal rights to men and women in respect of appointments to the commission of the peace. I will outline an amendment I propose to submit if I am in order in doing so.

THE PRESIDENT: Yes, though it is unusual.

Hon. J. CORNELL: It will be an amendment to Section 6 of the Act, and it will read—

Section 6 of the principal Act is hereby amended by adding a paragraph as follows: Women shall not be disqualified by sex or marriage for appointment as justices of the peace.

The Crown Solicitor states that there is nothing in the phraseology of the Act to prevent the appointment of a woman to the position of justice of the peace, and if we get the assurance of the other House that that law as it stands is sufficient, and the leader of the House on behalf of the Government will inform us that women will be appointed to these positions, I will not press my amendment. The amendment after all merely sets forth that the embargo, if there is one, shall be effectively removed. There are innovations in the Bill that are desirable and are an improvement on the parent Act, and I commend the Government for having introduced the Bill.

Question put and passed.

Bill read a second time.

House adjourned at 9.45 p.m.

4, On what dates did Sergeants Stokes, Edmondstone, and Kingston retire from the police force? 5, Have their positions been filled? 6, If not, when will they be filled? 7, Has any other vacancy occurred amongst the non-commissioned officers of the force since the retirement of the three sergeants mentioned? 8, Who are the members of the selection board?

The MINISTER FOR MINES replied: 1, The selection board. 2, Yes. 3, The Commissioner of Police. 4, Sergeant Stokes, 30th June, 1918; Sergeant Edmondstone, 11th February, 1919; Sergeant Kingston, 2nd September, 1918. 5, No. 6, It is not intended to fill them. 7, Yes. One last month. 8, The district officers stationed between Geraldton and Albany.

QUESTION—VENEREAL DISEASE, PATIENTS.

Mr. ROCKE asked the Premier: 1, Is it a fact that the Commissioner of Public Health has reported that there is an increase in the number of females treated for venereal diseases during the period of the operations of the Health Act Amendment Act, 1918? 2, How many females have been notified by doctors or officers of the Department of Public Health that they must be examined? 3, How many were subjected to a clinical examination? 4, How many were subjected to a bacteriological examination? 5, How many women have been prosecuted under the provisions of the Act? 6, How many men have been prosecuted under the provisions of the Act? 7, What stage had the disease reached when the average patients presented themselves at the free clinics for treatment? 8, How many female patients have returned for further treatment at the free clinics, after having been once discharged? 9, How many girls under the age of 18 years have been treated in the State since the amended Act became operative? 10, Have female patients been committed to a prison or other institution because of their infection; if so, how many, and to what institution? 11, How many infected prisoners, male and female, have reported within three days of leaving prison, in accordance with the requirements of the Act? 12, How many certificates of cure have been issued to females? 13, How many certificates of freedom from infection have been issued to females?

The MINISTER FOR MINES (for the Premier) replied: 1, No. On the other hand there has been a decrease; the number of females who first came under treatment in 1917 was 251, whereas in 1918 the number was reduced to 162. 2, Presuming that the question refers to the operations of Section 242j of the Health Act, 1911-18, the answer is 32. 3, All those persons referred to in the answer to the previous question except five, four of whom were lost sight of, and one whose case is still being dealt with. 4, Impossible to say exactly;

where necessary, bacteriological tests were made, in addition to clinical examination. 5, None. 6, Three. 7, No definite information is available upon this point except in the case of syphilis, where the stages of the disease are differentiated upon the notification form; the statistics show that approximately half the women treated for syphilis present themselves when the disease has reached the secondary stage, but the percentage of women who first come under treatment in the primary stage has increased from 7 per cent. in 1916 to 21 per cent. in 1918. 8, None. 9, Statistics for every year of age are not being kept, and the figures asked for can only be compiled with much difficulty. The number of females under 20 years of age who have been under treatment since the enactment of Part 9a of the Health Act is 81. 10, None have been sent to the specified institutions by the Public Health authorities. Among the females admitted to such institutions there are bound to be some affected with venereal disease, but the Health Act contains no power which, if it were so desired, could be utilised in the direction inferred by this question. 11, None have reported to the department; all prisoners discharged uncured have been communicated with and directed to continue treatment. 12 and 13, These questions presuppose the possession by the Public Health Department of full particulars of every case of venereal disease. The fact is, that it is only in cases where a patient has discontinued treatment, or where a person is alleged to be suffering from disease that the Commissioner has any information whatever. If a person keeps under treatment until cured, as required by the Act, the Commissioner never knows the name, nor anything else connected with the patient. As patients are compelled to remain under treatment until cured the possession of this information is not considered to be vital.

BILLS (3)—FIRST READING.

1, Gun Licenses.

Introduced by the Attorney General.

2, Midland Railway.

Introduced by the Minister for Railways.

3, Inebriates Act Amendment.

Introduced by the Minister for Mines (for the Colonial Secretary).

BILL—TRAFFIC.

In Committee.

Resumed from the 4th September; Mr. Stubbs in the Chair; the Minister for Works in charge of the Bill.

Clause 15—Cancellation of license:

Mr. PICKERING: With reference to Subclause 2, how does the Minister for Works intend that the local governing bodies shall be made cognisant of any disqualification of licenses?

The MINISTER FOR WORKS: That will be part of the machinery to be controlled by means of the regulations. When a license is cancelled, it will be made quite clear to all concerned.

Clause put and passed.

Clause 16—agreed to.

Clause 17—Exemptions:

Mr. SMITH: Paragraph (a) will inflict a hardship upon those who may be purchasing a motor car or other vehicle. No opportunity is being afforded by this clause for a would-be buyer to hire a vehicle for testing purposes, as is the usual practice. Under the clause he would be expected to take out a license before so doing. I move an amendment—

That at the end of paragraph (a) the following words be added, "or that he has not owned the vehicle for more than three days."

The MINISTER FOR WORKS: I see no necessity for the amendment and do not think the bogey the hon. member sets up really exists. Any second-hand vehicle that is for sale must have a license. If the amendment is passed it will open up opportunities for trouble. There is no likelihood of any hardship occurring to buyers of vehicles in the event of a case of this kind being brought before a magistrate. At any rate a trial of three days for a motor car is altogether too long.

Mr. SMITH: A second hand vehicle might be stored in a shed for 12 months without carrying a license, but if anyone desired to make a trial of such a vehicle he might be called upon to have a license merely for that trial. I am not wedded to the three days and would accept two.

The Minister for Works: I do not think the amendment is at all necessary.

Hon. W. C. ANGWIN: I fear it is possible that a hardship may be inflicted in the country if we stipulate the three days mentioned in the amendment. Would not a magistrate be more likely to convict if a time limit was imposed than if none was specified? In my opinion the clause already provides all that is necessary. No policeman would bring any person to court under the wording of this clause should conditions such as mentioned by the member for North Perth really arise.

Mr. HARRISON: The best means any man would have to protect himself would be his receipt for the sale of any vehicle. With such a document it would then be known that he had not had a suitable opportunity of getting a license.

Amendment put and negatived.

Mr. ROBINSON: With regard to paragraph (b), it has been found in the past that one disc is not sufficient for manufacturers and traders. The rule is that the City council and other local authorities allow three or four discs to traders. Very frequently a motor dealer imports 10 or 12 new cars in one shipload, and if he is to have only one disc he can only send out one car at a time for demonstration purposes, and if more than

one buyer should come along the others, of course, would have to wait for the return of the car possessing the only identification disc. This would cause considerable inconvenience.

Hon. W. C. Angwin: This does not say that there shall not be more than one.

Mr. ROBINSON: The implication is there. I suggest, at any rate, that it should be made clear, and that the number "three" should take the place of the letter "a," which means, of course, that only one disc would be issued. The first amendment I will move, however, is in the direction of making it obligatory on the part of the local authorities to issue an identification disc. I move an amendment—

That in line three of paragraph (b) the word "may" be struck out and "shall" inserted in lieu.

Hon. P. COLLIER: I do not see any need for the amendment. It is desirable that the permissive power should be there.

Mr. Robinson: I am not so keen about that amendment as I am about increasing the number of discs to three.

Hon. P. COLLIER: The hon. member believes that the clause will limit the licensing authority to issue one disc to a trader. I do not read the clause that way at all. A trader may have any number of those discs.

Mr. Robinson: Will the Minister say that that is his interpretation?

Hon. P. COLLIER: The paragraph states "a general identification disc or tablet which may be used for any motor vehicle." It does not mean that there shall be only one disc issued. A trader may have 10, 15 or 20 under this paragraph.

Mr. Robinson: But somebody may say that that is not the meaning.

Hon. P. COLLIER: I do not think any court would place such an interpretation on the paragraph.

Mr. Robinson: That is the interpretation of the trade.

Hon. P. COLLIER: It says "a general disc which may be issued for any motor vehicle."

Mr. Smith: Will the Minister say that that is his interpretation also?

Hon. P. COLLIER: I will answer for the Minister and say that they can have more than one disc.

The MINISTER FOR WORKS: As I read the paragraph only one disc will be issued. I agree it would be unreasonable to confine a dealer to one disc and it would be equally undesirable that we should allow a dealer to have an unlimited number. We might allow three discs for each of which the prescribed fee of £4 or £5 shall be paid. It is hardly likely that any dealer will have more than two cars out at one time.

Hon. P. Collier: He might have half a dozen.

The MINISTER FOR WORKS: I do not think he would have that number out for the purpose of sale.

Mr. Robinson: The traders will be satisfied with three discs.

The MINISTER FOR WORKS: Of course if large shipments should come along, the trader might have a little difficulty. Still, I think we might allow three discs on the payment of a fee of £5 for each.

The Honorary Minister: Not for each.

The MINISTER FOR WORKS: The motor trade can well afford to pay £15 a year for these discs.

The Minister for Mines: But the clause does not say they must pay £5 for each. The fee can be made £1 by the local authority.

Mr. ROBINSON: I will withdraw my amendment.

Amendment by leave withdrawn.

Mr. ROBINSON: I move an amendment—

That in line six the word "a" be struck out and "three" be inserted in lieu.

This will have the effect of permitting the local authorities to issue three general identification discs or tablets.

The MINISTER FOR WORKS: It might be advisable to substitute "one or more" identification tablets, and limit the number to three.

Hon. T. WALKER: There seems to be some misunderstanding as to the meaning of the words "identification disc." There could be three identification discs.

Mr. Smith: Or different shapes.

Hon. T. WALKER: It is quite absurd. The disc is the one thing that identifies that dealer's property.

The Minister for Mines: Not in the way you suggest.

Hon. T. WALKER: It is like the number of a dog license. It identifies that license and no more. In the circumstances, what is the good of having two or three identifications? A man might have a dozen cars.

Mr. Johnston: Then he would pay more than one license fee.

Hon. T. WALKER: He would have some means of identifying all his cars by a disc. The Minister for Mines: That is not correct.

Hon. T. WALKER: According to the clause, it is correct. It is the means of identification. It is the colour or shape of the particular disc that enables him to use it for all purposes of identification.

The Minister for Mines: He must have a disc for each car and each must be paid for.

Hon. T. WALKER: But it would be only one means of identification.

The Minister for Mines: No, the discs would have different numbers.

Hon. T. WALKER: It is like having a brand for cattle.

The Minister for Mines: No.

Hon. T. WALKER: The Minister is putting a false construction on the clause, because he cannot conceive of having an identification disc for a particular man's property. The Minister would have a fresh identification disc for each particular car.

The Minister for Mines: No.

The CHAIRMAN: There is too much interjecting. Each member will have an opportunity to refute the hon. member's arguments.

Hon. T. WALKER: They cannot be refuted. The Minister cannot see the difference between a symbol of identification and the disc itself. The whole point is the identification and that is indivisible. It is a property which belongs to all the cars.

The MINISTER FOR MINES: There is no intention under this clause to alter the existing conditions applying to manufacturers and dealers in motor cars. One motor dealer may pass 100 cars through his shop in one year, but he will not be required to purchase an identification disc for each of those cars. He will be able to take out a license for up to three discs which will have different coloured grounds, for the purpose of identification not by the general public, but by traffic inspectors to show that the car is out for trial and not earning profits. After one car has been tried, the disc from it can be attached to another car and the dealer can continue in that way for the whole year, with each of the 100 cars. The member for Canning (Mr. Robinson) desires that a dealer should be able to take out three or more discs. Dealers have been known to use an identification disc on a hire car. That is absolutely unfair.

Hon. T. Walker: That is fraud.

The MINISTER FOR MINES: Under this clause we are endeavouring to provide a different disc for identification purposes, so that the dealer shall be able to purchase one or more not exceeding three, to use on any cars which may be out on trial. The only difference will be in the ground colour. Some will be black, some white, and others yellow. Each will be numbered, and the trader can use them as frequently as he likes on different cars. The owner of a car for hire will have a disc with a different ground colour, and will be able to use it for one car and no other. There are different rates for such cars according to the horse power.

Hon. T. Walker: That is not the point.

The MINISTER FOR MINES: The trader will be able to use his discs on any number of cars so long as those cars are out for trial purposes only. The object is to enable the traffic inspectors to identify such cars. It is proposed that the trader shall be able to purchase a prescribed number of such discs.

Hon. T. Walker: Just as I could use my brand on a whole herd of cattle?

The MINISTER FOR MINES: The member for North-East Fremantle (Hon. W. C. Angwin) will understand that the whole question is what the limit of the specified number should be.

Hon. W. C. Angwin: I know what you mean, but that is not what the clause provides.

The MINISTER FOR MINES: Then, we can make the clause convey what we mean. If a local authority permits three discs to be issued, each disc would have to be paid for

at the prescribed rate which may be £2 10s., but the three would not be issued for £5.

Mr. Pickering: I think the intention of the member for Canning is to get the three discs issued for £5.

Mr. Robinson: No.

Hon. W. C. ANGWIN: The Minister for Mines is confusing the license fee with the trader's identification disc. What difference does it make whether a trader requires his identification disc for 100 cars or for three, unless this is to be made a means for raising revenue? Immediately a car passes from a trader to a purchaser, the license fee has to be paid. The trader uses the roads only for testing cars.

Mr. Johnston: Why should not a man whose business requires three cars to be out at the one time, pay more than another who has only one car out at a time?

Hon. W. C. ANGWIN: Then the hon. member should move to license traders straight out.

Mr. Pickering: If a trader had 50 cars out, he would be tearing up the roads.

Hon. W. C. ANGWIN: There is a big difference between a license and an identification disc. The more motor cars a trader sold, the more license fees would be collected by the local authority, but these fees would be paid by the purchasers of the cars. If a trader had to have a fresh disc for every car which he tested on the road, it would pay him to take out a license for each car and charge it on to the purchase price. That would save the need for the identification disc altogether. It has been pointed out that some motors are used specially for hire. But that is a matter for the inspector. The identification disc is not a license, but is only to be used for purposes of trade, for the trial of a car. I do not know of any place except Perth and Fremantle where motor cars are dealt in at present. Of course, if a motor has been licensed for the twelve months, there is no necessity for a disc. I maintain the clause is perfectly clear and should be carried as it stands. If we want to tax traders for carrying on their business, let us do it in the proper manner, and not as proposed by the amendment. A man doing a good business in selling motor cars would not object to paying, say, £5 per annum; but the dealer selling only a car or two per annum would object. The object of the disc is to provide a means of identification, so that a dealer may test a car without obtaining a license for it.

Mr. MALEY: I support the clause as it stands. Its intention is perfectly clear. Any further imposition of fees on the dealer would mean that he would pass them on to the customer.

Mr. Smith: Suppose the intending customer does not buy the car?

Mr. MALEY: The disc enables a country purchaser of a car to use the car while he is taking out a license in his own district. In my opinion, the provision as to the issue of

a disc covers any number of cars that a dealer may have for sale.

Mr. ANGELO: The desire of the member for Canning could be met by adding a provision that not more than three cars of one dealer should be out with the identification disc at one time.

Mr. Smith: Why limit it to three?

Mr. ANGELO: I regard three as a fair number, but the Committee can of course make it more. However, there should be a limit. One identification disc might be issued to each dealer for a fee of, say, £5, subject to the proviso I have suggested.

Mr. ROBINSON: I will withdraw my amendment and ask the Minister to postpone the further consideration of this clause and take it in conjunction with Clause 40, paragraph (e) of which might be enlarged so as to cover the subject of this discussion.

Amendment by leave withdrawn.

Hon. T. Walker: Does the hon. member suggest that there might be three general identification discs?

Mr. ROBINSON: A trader may on payment of an annual fee not exceeding £5 have a general identification disc. That, to me, means that he is going to have one disc. As a corollary, it follows that after the local authority has issued a disc to a trader it has no power to issue him any more discs.

Hon. T. Walker: When you get a cattle brand, the Government do not issue to you a fresh brand for every cow.

Mr. ROBINSON: That is quite different. The practice is to issue discs to motor traders. What is generally understood by a motor trader's disc all over the world is that it is of a particular colour, say yellow. A separate disc is not issued for each motor trader, as in the case of separate brands for each cattle owner; and a motor trader is allowed to have as many discs as he likes of that particular colour—I have instanced yellow, for argument's sake. The police are notified of the issue of discs to the various traders, and as soon as they see a yellow disc on a car they know that it is a trader's car, and not a private car. I suggest again that paragraph (e) of Clause 40 might be enlarged to cover this provision.

The Minister for Works: Let us deal with this clause, and then we shall know where we are.

Mr. ROBINSON: I wanted to combat the statement of the member for Kanowna. I suggest the Committee should not allow a clause to go out to the public when two men like the member for Kanowna and myself, who are reputed to know what they are talking about, differ as to its meaning.

Mr. SMITH: Nearly every member who has spoken has said that the clause is quite clear, and yet everyone of them has read a different meaning into it. My object is to make the clause so clear that it shall not restrict the trader. The idea is to issue a general identification disc; that is, a disc for each particular trader. I consider the trader should have the right to obtain any number

of discs. There should be no fee except for the issue of the original disc. When the trader pays his fee for an identification disc he should be entitled to as many discs as he requires, so that, if he happens to have a dozen cars for sale and wants to send them all out for trial at the same time, he may do so. Once he has received his identification disc he should have the right to make copies of it.

The Minister for Works: That would not do at all.

Mr. SMITH: Why should there be any restriction of trade in this way?

Hon. T. Walker: It is taxation in another form.

Mr. SMITH: It is. In the present irregular condition of shipping a dozen or more cars may come to hand in a single shipment, yet the Minister would not allow an importer to get rid of his cars more rapidly than three at a time. Let the fee be what it will, but let there be no restriction of trade. There should be a special number and a special colour for each trader, but no limitation whatever to the multiplication of the discs.

The MINISTER FOR WORKS: There is no desire on my part to restrict trade. The hon. member said he would not worry about the amount of the fee. Suppose the fee were fixed at £10 or £20. The result would be that the small dealer would not be able to pay the fee, and so the larger dealers would get all the business. I propose to ask the Committee to accept two amendments. I suggest that any dealer would find three discs ample for his purposes. It would be inadvisable to allow the number of discs to be unlimited, even though each copy or duplicate were paid for. No motor car dealer in this State employs more than three drivers to send out with trial cars. I move an amendment—

That after "pounds" in line 4 of paragraph (b) the words "for each disc issued" be inserted.

Hon. W. C. ANGWIN: Apparently the Minister has brought down legislation which he does not understand.

Mr. Nairn: I have heard that charged against you.

Hon. W. C. ANGWIN: And I have admitted it. The marginal note suggests that the clause provides for exemptions. Yet it would seem that for an exemption one has to pay a fee.

Mr. Underwood: If you get exemption on a mine, you have to pay for it.

Hon. W. C. ANGWIN: Not always. In this case certain traders are to be granted exemption in order that they may carry on their business without interference. Apparently the Minister does not know the difference between issuing a license and granting exemption from a license. In effect the Minister says to the traders, "We will exempt you from the necessity for having a license, because your cars are out only for trial, but in order to recoup the local authority we intend to charge you a small fee for a

general identification disc." Now the Minister says he did not mean that at all.

The Minister for Works: Nothing of the sort.

Hon. W. C. ANGWIN: He now explains that the traders will have to pay three fees for one disc in triplicate. He says to them, "If you require three discs I will allow the local authority to charge you £15 or so each for them." That is what the Minister has said.

The Minister for Works: I do not think it is unreasonable.

Hon. W. C. ANGWIN: This is more money than is charged for license fees for motor cars.

The Minister for Works: These discs are used on a number of cars.

Hon. W. C. ANGWIN: If a motor car agent only had one disc he would use it on more cars than one. At the same time he would not use more than were required for the purposes of carrying on his business. This clause will not prevent fraud or prevent any of the traders from defrauding the local authorities, as appears to have been suggested. I do not know that all traders are dishonest.

The Minister for Works: Some are.

Hon. W. C. ANGWIN: The Minister is afraid there are some thieves who trade in motor cars and he wants to protect the local authorities from them.

The Minister for Works: Three discs are not too many to pay for.

Hon. W. C. ANGWIN: There should only be payment for one.

The Minister for Works: We are trying to improve the Bill.

Hon. W. C. ANGWIN: The Minister is trying to increase the revenue to the local authorities when there is no necessity to do so. If the local authority can charge £5 for a tablet to a new owner of a motor car, that owner will also have to pay a license fee in addition. This is not what was intended when the Bill was first introduced.

The Minister for Works: It says "not exceeding £5." It may only be £1.

Hon. W. C. ANGWIN: The Minister evidently thought £5 was necessary or he would not be moving in that direction now. He should have held fast to his Bill as originally brought down on this point, but is afraid the clause as it stands will offend some of the local authorities.

The Minister for Works: I am not worrying about that.

Hon. W. C. ANGWIN: The Minister now wants to tax the trader.

The Minister for Works: I would tax you if I had a chance.

Hon. W. C. ANGWIN: I am sorry that remark has been made. It was my intention to assist the Minister in dealing with this Bill, but he is now departing from the original intentions of it. I hope the Committee will do nothing to tax the trader further. The discs should be issued at the bare cost of doing so.

Mr. NAIRN: Why is the member for North-East Fremantle prepared to meet three or four, or an unlimited number, of motor cars on the road at the one time but only charge the same amount of tax for the lot as would be imposed for one?

Hon. W. C. Angwin: These would only be used on trial?

Mr. NAIRN: The local authorities are entitled to revenue from all persons who use the roads. A car may not be sold at all after a trial, or may be sold in some other locality than that in which the trial was made, and the local authority would get nothing. All that the Minister asks for is already in existence. The traders are satisfied to pay for one or more discs, up to three, and to pay an amount not exceeding £5. They are already doing so without protest. The only voice that has been raised against the proposal comes from the Opposition benches.

Sitting suspended from 6.15 to 7.30 pm.

Hon. T. WALKER: The Committee did not derive much enlightenment from the impassioned speech made by the member for Swan. The hon. member confused every possible issue. The only object of the paragraph is to give an exemption to licenses in particular cases. Where traders are simply using the discs for the purpose of effecting a sale, they are exempt from license.

The Minister for Works: They have to pay something.

Hon. T. WALKER: Suppose they have; that is provided for elsewhere. There is no objection to a nominal charge for that, but to make it of the character of a license is an absurdity in view of the purpose of the clause to give exemptions from the burden of license. The member for Swan waxed eloquent on the tearing up of the roads by the cars of busy traders and his vivid imagination pictured our streets absolutely ruined by those trying to sell motor cars and he desired that each car should pay its proportion. He may be right, but this is not the clause in which to include such a proposal.

Mr. Nairn: This is the only clause which provides that they shall pay.

Hon. T. WALKER: This is not.

Mr. Pickering: It mentions £5.

Hon. T. WALKER: If the constituents of the hon. member desired to have their particular flocks or herds dealt with so that they might be protected from someone else's stock, or so that they might be identified, what would he do?

Mr. Pickering: Take out a brand.

Hon. T. WALKER: Is the brand a thing that can be divided up for each particular beast? Once the hon. member has registered his brand, he has to pay for the manufacture of the implement that will impose that brand.

Mr. Nairn: That does not apply.

Hon. T. WALKER: It does apply. The identification disc is no more than a registered brand or form. It is the thing that identifies a particular trade. This paragraph is to enable a manufacturer to have his motor identified. The discs are to be used generally for the whole of the stock that a trader has for sale. This has nothing to do with taxation.

Mr. Nairn: What other part of the Bill then provides for it? I am looking for information.

Hon. T. WALKER: Judging by the hon. member's dictatorial speech I should not think he needed any information.

Mr. Nairn: What other parts of the Bill deal with it?

Hon. T. WALKER: The other parts of the Bill which deal with taxation. This particular clause makes exemptions. It exempts certain people from the necessity for a license under certain conditions over a certain time.

Mr. Nairn: What is the £5 mentioned for?

Hon. T. WALKER: It is as if I wanted to get a brand for my cattle, and for the expenditure that is incurred a fee has to be paid. I do not see that £5 is a fair fee. One identification disc generally applied to all the vehicles of one trader is all that is necessary, and would be less confusing to traffic inspectors. Why have three when one is sufficient?

Mr. Pickering: But you must have three discs of a similar design.

Hon. T. WALKER: If they are to be of the same design, why have three? If a man has 40 cars, he is not to be permitted to have more than three discs. Each car should be able to carry a disc with the trader's particular design, though he might have 40 cars on trial at once. It is the design which distinguishes the trader, not the particular disc. There is nothing in the clause to prevent a trader having more than three cars running under trial at the same time. The trader might have 40 out at once.

The Minister for Works: That is not likely.

Hon. T. WALKER: Why not? Why should we compel a man to limit his chances of trade?

Mr. Smith: They want him to work Government stroke.

Hon. P. Collier: A stop-gap on "produce."

Hon. T. WALKER: This is an instance of the "produce" policy, preventing a man from expanding his business.

The Minister for Works: Nothing of the sort.

Hon. T. WALKER: Suppose a trader had five cars under trial instead of three?

Hon. P. Collier: He would have to postpone the sale of the other two for a week.

Hon. T. WALKER: It is absurd. While the Government try to encourage private enterprise, though they bring foreigners here to do it, why should they attempt to limit trade in this respect? I am not reading into this clause that it is a taxation provision, or that the general identification disc means another

form of license, or that it will be a safeguard against fraudulent traders.

The Minister for Works: You are insinuating that.

Hon. T. WALKER: I am contending against it. This clause is purely to give exemption to manufacturers and traders, and we have no right to presume that they will use the vehicles for other purposes than trial when carrying the identification disc. The argument has been used that traders are not honest. That is a bogey put up in defence of the amendment. The clause is simple and plain, and we should not enforce a means of taxing a trader according to the number of cars he can place upon the market.

Mr. PILKINGTON: The clause is reaching a state of confusion. I suggest that progress be reported so that the clause might be drafted to carry out the Minister's intention. The clause does not provide for the issue of any disc or tablet, whereas the amendment provides the charge for each disc issued. This shows the confusion between what the draftsman had in mind and what the Minister has in mind. I believe the draftsman intended, not that the local authority should issue a disc, but that the local authority should assign a distinctive type or form of disc to the trader, and he would have the right to use it and, while lawfully doing so, would be exempt from a license. This is a very good example of the confusion which arises from trying to draft a clause in a Committee of the whole House.

The Minister for Works: If the word "issue" were altered to "assign" would not that meet the case?

Mr. PILKINGTON: It would be still more confusing, because we would then be assigning three distinct designs to each trader.

Mr. PICKERING: The interpretation of this clause given by the member for Perth seems to me the correct one, but as regards the fee of £5 I think the equitable basis would be the trader's turnover.

The CHAIRMAN: The hon. member is not speaking to the amendment.

Mr. PICKERING: I cannot vote for the amendment, because I do not think it meets the intention of the clause.

The MINISTER FOR WORKS: I do not know what could be more equitable than the provision of this clause that the fee shall not be more than £5. The local authority could fix the fee at as little as 1s. I have not been able to gather exactly what the member for Kanowna is driving at. The clause means that a dealer, having before him the necessity of giving trials of motor cars to customers, needs some authorisation to go out upon the highway, for which purpose he cannot be expected to obtain a license in respect of every vehicle in his possession and therefore is to be furnished with a tablet or disc entitling him to run on the highway with his customer. This tablet or disc being placed on the car shows that the dealer has authority to use the highway with that car. He can use the disc or tab-

let on any car. An hon. member has asked why the number should be limited to three. Common sense tells us that the trade of no motor dealer in Western Australia is likely to be so large as to require him to use more than three discs or tablets at a time. Another member has said that the amendment represents a tax upon trade, but it is really a payment for a privilege which represents an assistance to trade. To me the clause seems all right. The words I propose to insert express at all events my meaning. If the legal members consider that the clause is not properly expressed, that the Parliamentary Draftsman has not done his business, that he has done his work so badly as to render inadvisable his retention in the service of the State—

Hon. W. C. Angwin: That is not fair.

The MINISTER FOR WORKS: Such being the view of the Committee, I will act to-morrow as the delegate of hon. members and convey to the Parliamentary Draftsman the high opinion which this Chamber has expressed of his work.

Hon. P. Collier: Nonsense!

The MINISTER FOR WORKS: With a view to postponing the further consideration of this clause, I ask leave to withdraw my amendment.

Leave refused.

Hon. P. COLLIER: It is a pity the Minister for Works should give expression to such childish and ridiculous sentiments as he uttered just before sitting down. I think that before proceeding with the Bill the Committee should instruct the Minister that he shall not convey to the Parliamentary Draftsman any imaginary condemnation passed upon that officer to-night. I have heard no condemnation whatever of the Parliamentary Draftsman; and in my experience of this Chamber I have never heard a legal member express himself in more courteous language on the drafting of a clause than did the member for Perth to-night. Speaking, I believe, on behalf of every member of the Committee, I say that we have every confidence in the capacity of the Parliamentary Draftsman. The Minister says the amendment fits with his commonsense view of what ought to be. Presumably the original clause also met with his approval when the Bill was drafted. He must have been wrong then, or else he is wrong now in submitting an amendment. I am surprised that the Minister has moved the amendment, which seeks to restrict legitimate trade. He says the large trader should pay for the privilege of running a number of cars on the roads. But the running of the cars is not trading. The cars are not run on the roads for hire. They are run by way of giving prospective buyers trials of them. It is absurd of the member for Swan to say that the man who runs even half a dozen cars per day for half an hour on the roads is causing much wear and tear of the roads or destroying them. Take the case of a man who, in conjunction with

other business, sells motor cars, perhaps disposing of half a dozen, or fewer, in the course of the year. Under this amendment he will be called upon to pay a license fee of £5, at which figure we may assume the local governing bodies will fix the fee. That will be the fee payable by him for running a car on the road. On the other hand, a trader in the City may run a motor lorry of 30 horse-power all the year round for a fee of £4. He may grind down the roads for 365 days in the year for a fee of £4, while the man who builds a motor-car—an industry we should be encouraging—has to pay £5 for the privilege of giving his car a trial on the road. Where is the equity of a proposition of that kind? Moreover, this is a charge upon turnover. The big importer, it is said, should pay extra. Why? Simply because he has a bigger turnover. Why, then, do we not proportion the charge to all other trades in the same way?

Mr. Nairn: The trader who uses two cars in the City pays for two licenses.

Hon. P. COLLIER: But the manufacturer's car is not on the road for trade. It is merely incidental to his business that he runs the car out for a trial. The Minister, by his amendment, has departed from the original intention of the clause.

The Minister for Works: Will it satisfy you if we give three discs for one fee?

Hon. P. COLLIER: No. We do not want a disc at all. Take the case of a small manufacturer who, during three parts of the year, sells not a single car. Then, perhaps in one day, two customers walk into his place of business. The one he sends out in a car on trial, and to the other he has to explain "I have only one disc, and it is already out. Please come back to-morrow." Of course the customer goes elsewhere.

The Minister for Works: We will let him have three discs for one fee.

Hon. P. COLLIER: I am glad to know the Minister has changed his mind, but I think he would have been well advised to stick to the original clause.

Mr. ANGELO: I think the clause perfectly clear, but I cannot agree with the Minister's amendment, because it will penalise trade. I will vote against the amendment, and if that is lost I will move another providing that not more than three vehicles shall be used on trial at the one time.

The ATTORNEY GENERAL: One would imagine some great principle were at stake. After all, what we require to do is to arrive at the meaning of the clause and then ascertain the desire of the Committee. Taking the clause haphazard, I should say it means that upon payment of a fee, a general identification disc can be issued to a dealer, and he can use it upon as many cars as he is trying to sell. Some might say he was only entitled to use it on one car. If it is really meant that it can be used on any number, I think it would be quite safe to leave the clause as it stands. If, however, it is required to reduce the number of identification discs—and I am informed that in practice

three would be quite sufficient—we might make it clear by substituting the word "three" in line six. If some hon. members think that more than three might be required, or that £5 would be too small a fee, it would be simple to add words to the effect that if any dealer requires any number of discs over and above three, he can obtain them at the rate of, say, £2 for each additional disc.

Amendment put and negatived.

Mr. ANGELO: I move an amendment—

That at the end of paragraph (b) the following be added: "Provided that not more than three motor vehicles shall be used at the one time carrying such disc or tablet."

Amendment put and negatived.

Clause put and passed.

Clause 18—Existing licenses:

The MINISTER FOR WORKS: I move an amendment—

That a proviso be added as follows: "Provided that all licenses granted before the commencement of this Act for a period extending beyond the 30th day of June, 1920, shall expire on that day; but the licensee shall, on the renewal of his license, receive credit for a proportionate part of the license fee paid by him in respect of the period subsequent to the 30th day of June."

This amendment is consequential upon that made previously.

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

Clause 19—Traffic Inspectors:

Mr. PICKERING: It is my intention to move an amendment that in line 1 the word "shall" be struck out and "may" inserted in lieu. I am opposed to the installation of traffic inspectors by these local boards. It will put an additional and undue burden upon them to insist upon their appointing these officials.

Mr. NAIRN: I have a prior amendment to this. It is, "That the clause be struck out and the following inserted in lieu: "Subject to the control of the Minister this Act shall be administered in so far as it relates to the regulation and control of traffic within the metropolitan area and such other areas as may from time to time be proclaimed by the Governor, by the Commissioner of Police and members of the police force." I do not desire to proceed with the amendment that is now on the Notice Paper in my name.

Mr. Johnston: On a point of order, does this amendment come up for consideration prior to the amendment suggested by the member for Sussex?

The CHAIRMAN: The member for Swan intends to move that certain words which will alter the Bill as printed be inserted. He is quite in order.

Mr. NAIRN: I regret I did not have an opportunity of placing this amendment on the Notice Paper. The amendment is to all intents and purposes the same as that on the Notice Paper except that it limits the con-

trol of the police in the metropolitan area or such other areas as may be defined. The intention is that such local authorities immediately around the metropolitan area can be brought under the control of the police. This would make our laws fall into line with the legislation in the Eastern States in regard to the control of motor traffic. In New South Wales traffic comes under police control but regulations may be made by an inspector. In Victoria there is a motor-car Act which is controlled entirely by the Police. In New South Wales all matters appertaining to motors are also controlled by the police. The motive of the Government as shown by the Bill is to control motor traffic in this State. The police alone have sufficient numbers available to administer such a law. I believe that the local authorities in the country, however, can deal as effectively with the matter as the police and in some instances more so.

Hon. P. Collier: Why not have both?

Mr. NAIRN: The Commissioner may have power to appoint any person as inspector under the Act, which means that any representative of a local body can be appointed to the position. The police, however, should have the master control. Without that, the whole system would be useless.

Mr. FOLEY: Will not the hon. member have to vote against the clause as printed if he wishes to substitute another cause for the whole clause? I may point out that one hon. member at least has an amendment to the present clause.

The CHAIRMAN: The member for Swan desires to replace an amendment on the Notice Paper by this one. Is that so?

Mr. Nairn: That is my intention.

The CHAIRMAN: Then the clause must first be voted out.

The MINISTER FOR WORKS: I hope the matter will be fully debated. I do not know that I object to the amendment provided that the control throughout the State is vested in the police. I see no particular virtue in confining it to a portion of the State. The whole of the traffic of the State might be regulated by the police.

Mr. Smith: How much more money would that cost?

The MINISTER FOR WORKS: The matter has been sprung upon me and will be carefully considered. I may later on ask the Committee to agree to report progress in order that I may see what consequent alterations are required in the Bill if this amendment is carried. I prefer that the police should control the traffic.

Hon. P. Collier: How is it it is not in the Bill. You must have preferred the local authorities.

The MINISTER FOR WORKS: I cannot be cross-examined like that. The question is not one for the Minister to decide but for the Committee to arrive at the best decision.

Mr. FOLEY: The criticism of the leader of the Opposition stands for something. Local governing bodies have considered the

Bill. It would hardly be fair to proceed with it straightaway if we are to take the control entirely away from them.

Hon. T. Walker: It is a new Bill.

The Minister for Works: If it is a better Bill does it matter?

Mr. FOLEY: If the Committee agree to what has been proposed by the member for Swan, we will do something which will alter the whole Bill.

The CHAIRMAN: The question before the Committee is Clause 19 as printed.

Mr. FOLEY: That clause gives the local authorities certain powers. The Minister introduced the Bill, but later on stated that personally he is of opinion that the authority should be taken away from the local bodies and transferred to the police.

The Minister for Works: Stick to your argument instead of rambling all over the shop.

Mr. FOLEY: I suggest that the Minister should postpone consideration of this clause so as to give the local bodies an opportunity of going into the question.

Hon. W. C. Angwin: No fear!

Mr. FOLEY: If that is not done we shall bring Parliament into ridicule.

The CHAIRMAN: I have already ruled the amendment of the member for Swan out of order.

Mr. Nairn: The amendment I moved has not been ruled out of order.

The CHAIRMAN: The member for Swan moved an amendment to Subclause 1, his desire being to strike out the subclause and to include another reading "Subject to any expenditure or modification in this Act contained, the control of traffic under this Act shall be vested in the Commissioner of Police." I hold that that will be an absolutely new clause and cannot be dealt with at the present juncture by the hon. member. The member for North-East Fremantle has the Chair.

Hon. W. C. ANGWIN: The member for Swan intimated that he would withdraw the amendment for the purpose of inserting a new clause dealing with the control of inspection.

Mr. Nairn: I certainly said I would withdraw it if the other amendment was received.

Hon. P. COLLIER: Do I understand that the amendment of the member for Swan has been ruled out of order?

The CHAIRMAN: Yes.

Hon. P. COLLIER: And that it will have to be moved as a new clause?

The CHAIRMAN: Yes.

Hon. P. COLLIER: May I point out that if the Committee adopt Clause 19 as printed then the proposal to discuss the amendment of the member for Swan at the end of the Bill practically debars the hon. member's amendment from having a fair discussion, because we will have already adopted the principle of traffic inspection, and it will not be competent for the Committee to embrace that subject. We should then have an Act with two conflicting methods of controlling

the traffic. I suggest it would be pertinent to this clause for the hon. member to move his amendment now. If we carry the clause we cannot discuss the amendment to any purpose at the end of the Bill. The clause as printed and the amendment suggested by the member for Swan offer alternative proposals for the control of the traffic.

Mr. FOLEY: The proper course to adopt would be for the Committee to consider the clause as it is printed and consider the amendments which appear on the Notice Paper, or any other amendments hon. members may wish to move. After we have considered the clause and amended it to the point the Committee think right, it will be competent for the Committee to vote out the clause and substitute the amendment proposed by the member for Swan.

The CHAIRMAN: The member for Swan desires to have two strings to his bow. We can only put one construction on the hon. member's first amendment, and it is that it should replace Clause 19.

Mr. Nairn: You ruled that out of order.

The CHAIRMAN: Yes; then the hon. member immediately asked me to accept an amendment to Subclause 1. If the hon. member wants to amend Clause 19 or to strike it out, it had better be discussed as it is printed.

Hon. T. WALKER: All the hon. member for Swan desires can be discussed on the clause as it stands. What he desires is the substitution of one form of control for another, but there can be no question that the hon. member's amendment is a negation of the clause as it stands. We cannot have both. The Chairman is right in saying that before we adopt that principle we must delete the clause as it stands. The Minister has proposed one thing in the Bill, and he cannot depart from it and be true to his responsibility.

The Minister for Works: If we can see an improvement why not accept it?

Hon. T. WALKER: You cannot play fast and loose.

Hon. W. C. Angwin: Why do you not bring in a title and ask us to draft the Bill?

Hon. T. WALKER: Ministers are supposed to bring down measures after having properly considered them and put them into form, and to be ready to stand by them.

The Minister for Works: You admit the object of debate.

Hon. T. WALKER: That is to throw fresh light on a question. The Minister says this Bill is the Government's proposal and then he says something else is his own personal proposal—quite the antithesis of what the Bill proposes. We begin to wonder whom we are to hold responsible for the measure.

The Minister for Works: Cannot you discuss the proposal? It is more important than I am.

Hon. T. WALKER: The Minister is here to be discussed.

Mr. Nairn: Is the hon. member speaking on the point of order?

Hon. T. WALKER: I admit, Mr. Chairman, that I digressed to the Minister's pathway of change, gyration and somersault. I submit that all the principles of control can be discussed under this measure. If the House does not like this method of control, we can negative it and substitute another.

The CHAIRMAN: The member for Swan has an amendment on the Notice Paper. I shall accept it.

Mr. NAIRN: It was stated that the other evening we had discussed and decided this question. What we discussed on the previous occasion was the authority to collect license fees which is an entirely different matter from the administration of the Act. It was decided that the local authorities would collect the fees and issue the licenses. This amendment deals with the control of the measure. If the Traffic Act is to be administered to give the best results and carry out the intention of Parliament, it will be best administered as in the other States of the Commonwealth, by the police. I move an amendment—

That Subclause (1) be struck out and the following inserted in lieu: "subject to any exception or modification in this Act contained, the control of traffic under this Act shall be vested in the Commissioner of Police."

Mr. JOHNSTON: The administration of the measure by the police in a metropolitan area would probably be a good thing but, when the Minister for Works suggests that this should apply all over the State, I can only express my amazement.

Hon. W. C. Angwin: Why would it not be as fair in the country as in the city?

Mr. JOHNSTON: In the country police control would be futile and impracticable unless the force were increased 100 per cent. We have a fair police staff in the metropolitan area, but in the country districts many of the large road board areas have no police at all. It is amazing that the Minister should seriously suggest taking the administration out of the hands of the secretary of the road board who lives in the district and knows every vehicle in it. Take the district east of Narrogin. We have the Roe and Corrigin roads boards which have a secretary and officials, but there is no policeman in either. In the districts west of the Great Southern railway we have Cuballing, West Arthur, Mar-radong, and Wandering road boards all adjoining and having a secretary but not one policeman resident in either of those districts. It is waste of time to ask the Committee to consider the amendment. The local authorities have proper organisation to do this work. The residents of the districts mentioned are orderly and have made no complaint of the lack of police protection. The road board secretaries have been doing this work for years and now we are asked to take the administration of the measure out of their hands and put it in the hands of police who live 50 or 100 miles away.

The Minister for Mines: No one suggested that.

Mr. JOHNSTON: The Minister for Works suggested it.

The Minister for Works: I want one or the other to control the Act.

Mr. JOHNSTON: Police administration might be efficient in the metropolitan area but would be unsuitable for the country. If this duty is taken from the road board secretaries, a large proportion of their work would be gone and there would be no justification for them drawing their present salaries.

Mr. MALEY: Even in the districts where there are resident police, they are occupied with their own duties. For days and even weeks at a time, they are absent from their headquarters collecting stock and crop statistics, etc. The member for Swan (Mr. Nairn) wishes to deprive local authorities of a considerable portion of their revenue by proposing to pay the police 10 per cent. for doing the work. I thought one of the main principles underlying the Bill was the extension of local government. Instead of that, the amendment will restrict local government. I oppose the amendment.

Hon. W. C. ANGWIN: The police should take some share in administering this measure and I suggest adding that it shall be the duty of every police officer to aid and assist inspectors in the exercise and discharge of their duties and, if commanded by the Commissioner of Police, they shall have all the powers of an inspector under this Act. This would relieve the local authorities in the metropolitan area, but the inspectors of the local authorities could assist the police a good deal.

Mr. Foley: They do so now.

Hon. W. C. ANGWIN: Yes. The member for Swan (Mr. Nairn) desires that the officers of the local authority shall have no say in the control of traffic. If the police take full control of the traffic of Perth alone, the Minister will require another £2,000 on his estimates.

The Minister for Mines: We do it now.

Hon. W. C. Angwin: The police only attend to certain crossings and that work costs £1,500 to £2,000 a year.

The Minister for Works: Why should not the city of Perth pay for it?

Hon. W. C. ANGWIN: The city authorities do pay in other parts of the world. The Minister has not dealt fairly with the Committee in that he has not given information regarding the practice in other States. In the Eastern States the whole of the fees collected go to the Government. The Minister for Mines said it should be so here, but the other States give subsidies towards the maintenance of roads. My own preference in this matter is for a joint control by the police and by the inspectors.

The Minister for Mines: That would mean that the police would have to obey the instructions of the inspectors.

Hon. W. C. ANGWIN: No; the police would assist the inspectors; the two authori-

ties would work in conjunction. I am really surprised at the action of the Minister in charge of this Bill. He embraced the amendment as soon as it was moved. But Ministers are paid to consider Bills before the measures come into this Chamber. The local authority is the licensing authority, and in many instances the inspector would be the licensing officer; and he would then have every opportunity of knowing whether the applicant for a license was fit to be licensed. I hope the Committee will vote the amendment down.

Mr. FOLEY: I hope the Committee will not carry the amendment, in view of the argument of the member for Williams-Narrogin as to what the road boards are doing. In Perth the police are not at present doing the work of traffic regulation. They assist the traffic inspectors appointed by the local authorities. These inspectors do excellent work. If that work were placed solely in the hands of the police, who would administer it? The Commissioner of Police. If so, through whom would the Commissioner administer it? Through police constables. I have every respect for police constables, but for the administration of the traffic laws of this city greater opportunity for study of the subject is necessary than would be available to a man with the multiplicity of duties assigned to a police constable. The vehicular traffic of the city of Perth is controlled quite as well as the vehicular traffic of any other Australian city. In Sydney the police have sole control of traffic regulation, and one of the questions to be fought at the next State election in New South Wales will be whether the police are to have anything further to do with traffic. The position in Sydney arose out of pique on the part of a Minister introducing a traffic Bill in the New South Wales Parliament. Here we seem to be running a similar risk. Control by the police wholly and solely, will mean less effective control than by the local authority and the police jointly.

Mr. ROBINSON: While the city of Perth is very ably served by its traffic inspectors, it has to be borne in mind that the metropolitan area comprises not only the city of Perth but probably a total of 20 local authorities. The metropolitan area covers the ground running from the Darling Range to the ocean. I have been a member of a local authority for many years past, and my experience has taught me that where the local authority has power to prosecute for a thing, and the police have that power also, the police invariably refuse to exercise their power, saying to the local authority, "You do it; we will not do it." It is the regular principle with the police. Therefore, if we give dual control to the police and the local authorities as suggested, we shall be wasting time, for the local authority will be called upon to carry it out, or alternatively it will not be carried out at all.

Mr. Harrison: How will you do in the country districts?

Mr. ROBINSON: We could define the districts. I am inclined to agree with the remarks of the member for Williams-Narrogin, in whose constituency there are no police at all. I merely ask that there shall be no dual control. There is no country in the world that exceeds England for its administration of the traffic, which in London is the wonder of the world. Even here in Perth, where the constables do regulate the traffic, it is very creditably done. But if we are to have a continuation of the system under which a motor user does not know who his authority is, whether the police or the local authority, the position will be most difficult. If we allow local authorities generally to administer the Act, no two of them will administer it in the same way. Again, the motor user, in passing through country districts, will not know who his authority may be. The local authorities have no central head, but the police have, and the road user will know that the police constitute his authority. We propose to give very drastic powers, and therefore those powers should be controlled through one head. In respect of country districts where there are no police it should be possible by proclamation to say that the local authority may administer the Act. The question for us to solve just now is as to whether we want police control or control by the local authority, and, further, whether we desire that in certain districts there should be some of each. If we make up our minds as to the principle to be adopted, the Minister could then have the clause recast by the Parliamentary draftsman. Let us first settle the principle of whether there shall be joint control or single control. I have an amendment which I should like to move, but I am afraid it should come at the end of the clause. Assuming the clause were passed somewhat in its present form, I would move at the end of the clause to add the following words, "Provided that within the metropolitan area the regulation and control of traffic shall be administered solely by the Commissioner of Police and the members of the police force."

The MINISTER FOR MINES: What with handing over powers to the Federal Government and powers to the local authorities, presently there will be nothing whatever for the State Government to do. Hon. members are apt to lose sight of the fact that under existing condition the Perth city council absolutely controls the traffic not merely in the city but in the metropolitan area. Recently they imposed a bicycle tax of 2s. 6d. and straightaway every other local authority in the metropolitan area had to do the same. If the Perth city council makes a provision in regard to motor lamps all other local authorities have to follow suit. To-day the control and regulation of the traffic in the metropolitan area is vested in the city council.

Hon. W. C. Angwin: There is no bicycle tax in East Fremantle, at all events.

The MINISTER FOR MINES: We have in Perth a method of handling traffic which

in a bigger city would result in the killing off of half the people. Fancy passing over a busy crossing at four miles an hour! If a doctor happens to leave his car in certain parts of the city area to perform an operation, he has to leave the operation half way through and go out and remove his car 10 yards to avoid being fined.

Mr. Foley: Quite right too.

The MINISTER FOR MINES: Listen to the city father! In the metropolitan area there should be one authority; to-day it is the city council, but in my opinion it should be the police. There is no suggestion in the amendment proposed by the member for Canning that the police should frame the traffic by-laws; it is proposed merely that the by-laws and regulations of the traffic shall be under their control. It is difficult to follow all the changes made by the city council to their by-laws. People who do not live within the city area have to be familiar with the city by-laws.

Hon. W. C. Angwin: You have not read the Bill.

The MINISTER FOR MINES: The proper body to control the traffic in the metropolitan area is the police. Further, the Government should be the body to collect the fees. We have not provided for this because it would not be accepted.

Mr. Smith: What would be the extra cost if the police controlled the traffic?

The MINISTER FOR MINES: Not more than it is now. We do not want men slinking round behind a cab in order to catch someone who is breaking a by-law.

Mr. Smith: The police themselves do things like that.

The MINISTER FOR MINES: At the direction of the city council.

Hon. P. Collier: If we had a sensible city council, things would be very different.

The MINISTER FOR MINES: I do not suggest that the councillors do not perform their duties as well as can be expected. The traffic in Perth requires careful handling. It is becoming more congested every year and the city council, in their efforts to control it, are making by-laws which render the position more difficult. If the Melbourne authorities insisted on traffic moving over crossing at a rate of four miles an hour, what would happen there? There would be endless congestion. In Melbourne, as soon as the "all clear" is given, traffic has to move along quickly and, if any of it lags, a policeman soon hurries it up. Attention seems to be devoted here more to the man who drives a motor car than to the observance of the rules of the road. If a man has a wrong light on his motor car, he is apt to be brought before the beak by Doggy White.

Mr. Foley: You are absolutely wrong in running down the by-laws.

The MINISTER FOR MINES: Where the inspector should be giving attention to the duties generally, he pays too much attention to only one aspect of them. It is absurd to stipulate that a doctor's car shall not be

allowed to stand for more than 10 minutes in front of premises in Perth. The result is that a doctor has to run out in the middle of an operation or interrupt a consultation in order to move his car along 10 yards.

Mr. Foley: It is a fine point to take the case of a doctor.

The MINISTER FOR MINES: I do not think so. We are continually talking about the authority of local governing bodies and we neglect to realise that, in the metropolitan area, we look to the police to enforce the traffic regulations. Imagine two inspectors in Perth being able to efficiently control the traffic. They could not do it.

Mr. Foley: They supply the brains and the police do the work.

The MINISTER FOR MINES: I would not like to suggest that there is not a man in the police force who has not more brains than the inspectors. It is evident now who push the city council in the matter of their by-laws. Instead of their by-laws being the outcome of a deliberative body, the council are pushed by two inspectors because one of the civic fathers admits the inspectors have all the brains. We have to make laws to suit the general public and not the city council inspectors.

Hon. P. Collier: What about giving three cheers for the inspectors?

The MINISTER FOR MINES: A man who can get out of working on a busy day has brains.

Mr. Foley: You ought not to say that.

The MINISTER FOR MINES: I am saying what is correct; the hon. member cannot deny it. If the man in question was in the police force, he would have to work on Saturdays.

Mr. Foley: He has to make up for it in other ways.

The MINISTER FOR MINES: As we call upon the police in the metropolitan area to do the work, we should give them some authority. At present we do not. I object to the attitude of the member for North-East Fremantle (Mr. Angwin) in wishing to hand over the police force to the two inspectors of the city council.

Hon. W. C. Angwin: I do not suggest that.

The MINISTER FOR MINES: That would be the effect of the hon. member's proposal. The people who use the roads should be considered and they are not considered. I wish to see the authority placed in the hands of those who do the work, namely, the police force and not the city council alone. The police undoubtedly control the traffic in the metropolitan area. The member for Canning (Mr. Robinson) knows that, no matter what by-laws the Perth Road Board makes, he, as a motorist, has to bear in mind the Perth city council by-laws. If the Perth city council impose a license fee on bicycles, people living outside the city have to pay the license to the Perth council before they can enter the city.

Hon. W. C. Angwin: It is interesting how one Minister after another demonstrates by his remarks that he does not know

the Bill. The Bill provides that the Government, and not the local authorities, shall make the by-laws and regulations, and any by-law of a local authority at present in force will cease to exist. Therefore, the by-law relating to doctors' motors will not apply. The Minister for Mines who controls the police believes in giving them full control of traffic. Under the by-laws made by the Government, not by the local authorities, members of the police force may exercise such powers and perform such duties of inspectors, with certain exceptions, as the Commissioner of Police may, by a general special order published in the "Gazette," think fit.

Mr. Foley: The Minister for Mines has not read the Bill.

Hon. P. Collier: For one who has not read the Bill he has done fairly well.

Mr. Smith: He should certainly be able to give an unbiased opinion.

Hon. W. C. Angwin: I do not believe there is a local authority in the metropolitan area outside the Perth city council who would object to the police taking control of the traffic, especially if the fines from prosecutions are to go to the Government. The Perth city council would doubtless object if the fines were still to go to their revenue. Some of the offences for which people have been fined have been very paltry indeed. I did not suggest that the police should be under the local authority. If the Government instructed the Commissioner to issue the powers according to Subclause 4, we would impose the duty on the police of assisting the inspectors. The Commissioner can please himself whether he issues the powers or not. If the clause stands as printed, the police would control the traffic with the assistance of the local inspectors.

The Minister for Mines: Your reading means that we should have to comply with the behests of the inspectors.

Hon. W. C. Angwin: The police should assist the local inspectors to carry out the duties.

The Minister for Mines: That would be under the inspectors' directions.

Hon. W. C. Angwin: Sometimes it is necessary to call for police assistance. At present there is no necessity for the Commissioner to issue powers which the Act entitles him to do. The Minister and the members for Swan and Canning object to the additional inspectors of the local authorities on the ground that there would be dual control. The regulations will be made by the Minister.

The Minister for Works: This discussion has been so lengthy that I fear I shall never get a chance to make them.

Hon. W. C. Angwin: The Minister must admit that half a dozen inspectors would be better than two. We are fighting for the Bill which the Minister has introduced, but the Minister will not help to pass his own measure. The Government claim to have been considering this Bill for three years, but I

hope that in future Ministers will read Bills before they bring them down.

Mr. PICKERING: I join with the member for North-East Fremantle in regretting that Ministers have not given sufficient consideration to this measure. The addendum suggested by the member for Canning is one that might well be made.

Hon. W. C. Angwin: It is not necessary; it is already in the Bill.

Mr. PICKERING: The Minister for Railways denies that. I shall support control by local authorities in outside districts, and control by the police in the metropolitan area. The Minister might report progress with a view to submitting a new clause.

Amendment put and negatived.

Mr. ROCKE: I move an amendment—

That in Subclause 2, paragraph (a), the words "grant" and "issue" be struck out with a view to the insertion, in their respective places, of "issue" and "grant."

The paragraph puts the cart before the horse. The words "grant" and "issue" should be reversed as regards their order. If the local authority appoints the inspector, it should be the body to grant the license, and the inspector should issue it. Under the Bill the local authority is to take the responsibility of legal action, but it should not have that responsibility if it is deprived of the power to grant licenses.

Amendment put and negatived.

Mr. DAVIES: Is it clear that an inspector may without authorisation from the local body take any legal proceedings?

Hon. W. C. Angwin: The local body must give him authority.

Mr. DAVIES: That means taking the responsibility away from the local authority and placing it on the shoulders of the inspector.

Mr. JOHNSTON: I move an amendment—

That in Subclause 2 the following be added to paragraph (b): "or for any breach of the regulations thereunder."

The secretary of the road board would have no power to prosecute a man for not paying a license fee, because non-payment of a license fee is not an offence as defined by this measure. Hence the necessity for my amendment.

Mr. FOLEY: The question raised by the member for Williams-Narrogin is one that would be dealt with in the regulations.

Hon. P. COLLIER: What is the need for this amendment? Would it do any good?

Mr. JOHNSTON: Under the existing law the secretary of a road board has not power to prosecute, though the police have that power, and the members of the road board also have it. My amendment will make it clear that the traffic inspector can prosecute.

Hon. P. COLLIER: The clause as it stands will give that power to anyone authorised to prosecute under this measure, because the measure includes the regulations.

Mr. Johnston: But the non-payment of a license fee is a breach, and not an offence.

Hon. P. COLLIER: Is there a distinction between a breach of the Act and an offence against the Act?

Mr. Johnston: Yes. Offences are defined.

Hon. P. COLLIER: Can the Minister enlighten the Committee on the point?

Amendment put and passed.

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

That the following be inserted at the beginning of Subclause 4: "It shall be the duty of every police officer to aid and assist inspectors in the exercise and discharge of their powers and duties, and." The police authorities do this now, but I think it necessary to have the matter set out definitely in the Bill. I have copied the exact words of an amendment which has already been passed on two occasions.

Amendment put and passed.

Mr. ROBINSON: I move an amendment—

That in line 1 of Subclause 7, after the word "inspector," the words "appointed under this Act or the regulations hereunder, not being a member of the police force," be added.

My desire is to avoid dual control.

Mr. FOLEY: Suppose this addition is made and the proposed amendment is not carried, what will be the position?

Mr. Robinson: It will not do any harm to the Bill.

Mr. FOLEY: It will make the clause a ridiculous one.

Amendment put and passed.

On motion by Mr. Robinson, the subclause was further amended by the addition of the word "exercised" after "has" in line four.

Mr. ROBINSON: I move a further amendment—

That the following proviso be added to the clause—"Provided that within the metropolitan area the regulation and control of traffic shall be administered solely by the Commissioner of Police and members of the police force."

Mr. Brown: What is the definition of "metropolitan area"?

Mr. ROBINSON: I will have to follow up the amendment with a definition of "metropolitan area."

Hon. P. COLLIER: That can be defined by regulation.

Mr. ROBINSON: I will add to the proviso the words "as shall be defined by regulation."

Mr. FOLEY: I oppose the amendment for the reason that it will prove very costly to the State. If Ministers have not been unanimous in regard to any other portion of the Bill, they have been unanimous on the point that £1,500 a year is being paid to supervise traffic in the city. Has one word been said about the cost, if the whole of the metropolitan area is taken in? The matter

has not been given one moment's consideration. The Minister first said that the local authorities should have full charge but as soon as opposition was advanced to that proposal he declared that personally he thought the police should have control. Hon. members have been treated with scant courtesy by the Minister. In those cities of Australia where the police have control of areas the Government pay a certain subsidy to those areas; they pay no subsidies to any municipality within the metropolitan area. That being so, one would have thought it would be the idea of the Government to economise still further and that they would have advanced the argument as to how much better the Act could be administered by the police. No one has suggested how that could be brought about. The question of cost is what we should consider at the present time and that has not been considered. Another thing of value is that the Act will not be administered as well under the conditions of the proposed amendment. There are certain regulations governing traffic and some of them, to my mind, are absolutely wrong in principle, and certainly there are many that are wrong in detail. But that cannot be used as an argument against control by local authority and as an argument in favour of police control. There is nothing in the Bill to give the local authority a vestige of power in the way of making regulations. If regulations are to be made they will be made by the Government, and if it is costing £1,500 a year to administer them now, it will cost over £5,000 to administer them in the city of Perth alone. Many people think that the Perth city council inspectors have a glorious time and do nothing. Those men do really good work and are responsible for the safety of the traffic in Perth.

Hon. W. C. Angwin: I think they are most concerned about getting additional revenue through fines.

Mr. FOLEY: Very few fines are imposed. Some of the breaches of the Traffic Act would bring in more revenue than they do if the magistrates would but take a proper view of the offences. The Perth city council controls the pedestrian as well as the vehicular traffic. If certain sections of the traffic are to be brought under the police, why not take the lot?

The Minister for Mines: The council will still get the fees, so I think you had better accept this as a compromise.

Mr. FOLEY: We will not get as good inspection under the police as under the city council and, in addition, the traffic will not be as safe as it is under the local authority.

Hon. W. C. ANGWIN: Apparently the general opinion is that the police should take control in the metropolitan area. I think all the control necessary is provided in Subclause 4. If the Minister desires to have police inspectors they can be appointed, and the inspectors under the local authority can assist them.

Mr. PILKINGTON: I oppose the amendment, which would put the regulation of the traffic in the metropolitan area solely under the police. Apart from my not agreeing with the principle, I think the amendment should not be thrown at the Committee suddenly without opportunity being afforded for considering its effect in relation to the rest of the Bill. The Bill puts the control of these matters in the hands of the local authority. We are now asked in a moment to decide that there shall be included a provision providing that the whole of the control of the traffic of the metropolitan area shall be in the hands of the police. No one can say off hand what the effect of that provision will be. It is a most extraordinary place in which to put the amendment, for the regulation of traffic is dealt within the next part of the Bill, Part IV. If such a proviso is to be inserted, I suggest that we have some opportunity of considering its effect, which may be very far-reaching. I see no reason why the control of traffic should not remain in the hands of the local authorities, as it was contemplated it would be when the Bill was brought down. It puts the Committee in a difficult position for the Government to introduce a Bill providing for the control of traffic to be in the hands of the local authorities and then suddenly ask us to agree to a provision that that control in the metropolitan area should be taken out of the hands of the local authority.

Mr. FOLEY: When the Traffic Bill was previously before the House, some of the members who now support control by the police voted against that principle.

Mr. Smith: Who were they?

Mr. FOLEY: The Minister for Mines for one.

The Minister for Mines: Look at the experience I have gained since.

Mr. FOLEY: Every member of the Scaddan Government favoured the local authorities having control, and not one of them has told us why he has changed his opinion.

Hon. P. Collier: I have lost faith in the city council since.

Mr. ROBINSON: The proposed police control was suggested by the member for Swan (Mr. Nairn) immediately after tea, and has not been sprung upon the House at the eleventh hour. The member for Swan has anticipated one of the objections of the member for Perth (Mr. Pilkington) by proposing that 10 per cent. of the license fees collected shall be paid to the police for their services. It may also be necessary to consider the destination of the fines for offences. Presumably they will go to the Government and be credited to the police. My amendment goes to the root of the whole matter and stipulates that control in the metropolitan area shall be by the police, as in the case of every metropolitan area in the world except Perth.

Mr. SMITH: The member for Canning (Mr. Robinson) should have mentioned that

the police in the Old Country are under the control of the local authorities. That puts a very different complexion on the matter. Here the police are under the control of the Government.

Mr. Robinson: Surely you do not approve of control by the city council.

Mr. SMITH: We are entitled to have from the Minister in charge of the Bill very good reasons for departing from the present system. No such reasons have been given by any member and, until they are forthcoming, I shall support administration by the local authorities. One reason why we should not appoint the police is that it will entail increased cost to the country.

The Minister for Mines: There will be no increased cost.

Mr. SMITH: We have heard similar statements before.

Hon. W. C. Angwin: It will cost £5,000.

Mr. SMITH: The police control of the traffic at four points in the City is costing £1,500 per annum. If the control of the metropolitan area is placed in the hands of the police—

The Minister for Mines: You do not suggest that a policeman would be stationed at every corner?

Mr. SMITH: No.

Hon. W. C. Angwin: Three will be required at Fremantle.

The Minister for Mines: Where are the inspectors stationed at present?

Mr. SMITH: They move all over the place. If the police administer the Act, greatly increased cost will be incurred. If the assistance of the police is required, power is given under Clauses 4 and 5.

Mr. O'Loughlen: The Minister for Works does not support the amendment.

Mr. SMITH: He is supporting every amendment which is being proposed. Officers specially appointed to carry out this work are more likely to do it efficiently than are policemen, who have a hundred and one other duties to perform. I trust the amendment will not be carried.

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

| | |
|------|----|
| Ayes | 20 |
| Noes | 14 |

Majority for .. 6

AYES.

| | |
|------------------|---------------|
| Mr. Angelo | Mr. Maley |
| Mr. Draper | Mr. Money |
| Mr. Duff | Mr. Nairn |
| Mr. Durack | Mr. Pickering |
| Mr. George | Mr. Piesse |
| Mr. Griffiths | Mr. Robinson |
| Mr. Harrison | Mr. Scaddan |
| Mr. Hickmott | Mr. Teesdale |
| Mr. Johnston | Mr. Willmott |
| Mr. H. B. Lefroy | Mr. Hardwick |

(Teller.)

NOES.

| | |
|-------------|----------------|
| Mr. Angwin | Mr. Munsie |
| Mr. Brown | Mr. Pilkington |
| Mr. Chesson | Mr. Rocks |
| Mr. Collier | Mr. Smith |
| Mr. Foley | Mr. Troy |
| Mr. Lambert | Mr. Willcock |
| Mr. Lutey | Mr. O'Loughlen |

(Teller.)

Amendment thus passed.

Clause, as amended, agreed to.

Progress reported.

MESSAGE—ASSENT TO SUPPLY BILL.

Message from the Governor received and read assenting to Supply Bill (No. 1), £1,561,000.

House adjourned at 10.59 p.m.

Legislative Council,

Wednesday, 10th September, 1919.

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

URGENCY MOTION—RAILWAY TRUCKS SHORTAGE.

Hon. A. H. PANTON (West) [4.35]: I wish to move the adjournment of the House on a matter of urgency.

The PRESIDENT: I have received a communication from the hon. member stating that he wishes to bring under the notice of the Chamber a matter of urgency regarding the shortage of railway trucks at Fremantle. The urgency of this matter requires testimony by four members rising in their places in support thereof.