

the Bill was presented at such a late stage seeing that the agreement was entered into over two years ago. It may be late to bring down the ratifying Bill, but better late than never. I move—

That the Bill be now read a second time.

On motion by Hon. W. Carroll, debate adjourned.

MOTION—WATER SUPPLY DEPARTMENT BY-LAW.

To disallow.

Debate resumed from the 25th September on the following motion by Hon. A. Lovekin—

That by-law 132 (4a) made under the Metropolitan Water Supply, Sewerage, and Drainage Act, 1909, be and is hereby disallowed.

Hon. W. CARROLL (East) [5.55]: From the debate which has taken place on this motion I have gathered that under the by-law in question trading concerns pay 1s. 6d. per thousand gallons for excess water used by them, while sporting bodies are asked to pay 1s. I enter my emphatic protest against that. The House should pause before it endorses a principle of that kind. It has frequently been said of Australians, and particularly Western Australian, that we are a nation of sports. We have resented that, but if we permit this condition of things to continue, by which we allow sporting bodies to get water at a cheaper rate than that at which it is sold to industrial concerns, we shall be acknowledging the fact that we admit sport to be of greater importance than industry. I sympathise with the Minister in the statement he made that the department cannot afford to reduce the price of water required by industries because of the loss that would follow.

The Minister for Education: And the shortage of water.

Hon. W. CARROLL: At the same time the Minister did not suggest the obvious way of getting over the difficulty, namely, by increasing the charge to the sporting bodies to the level of that imposed on the various industrial concerns.

The Minister for Education: That was disallowed by this House.

Hon. W. CARROLL: Then we should undo what was done foolishly on a previous occasion. It is not a question of the amount of money involved, it is the principle that we must consider. I object most strenuously to the procedure on account of my intimate acquaintance with the shortage of water that took place in the agricultural areas last summer, when the people engaged in farming operations were compelled to pay 25s. per thousand gallons for water at the various sidings. At that time the head of the Government told us that if the agriculturists paid what the water actually cost to take to the various sidings, the charge would be 37s. On

the face of that we apparently agree to permit sporting bodies in the metropolitan area to have the use of water at 1s. a thousand gallons, and this too, remembering that it is already being retailed at a loss. I should like to read a line or two from the remarks of His Excellency the Governor General, as reported in the "West Australian" to-day—

It is a truism to say that the future of this great State depends mainly upon primary industries. . . . If that be true, surely we ought to do what we can to see that those engaged in primary industries are assisted in every possible way.

I agree that this by-law should be repealed, but I do so on grounds that are utterly opposed to those advanced by the mover of this motion. If the Government and this House were doing the right thing in the circumstances they would increase the cost of water to sporting bodies to at least the amount charged to industrial enterprises. In my view the sporting bodies should pay even more. This would be a step in the right direction, and would assist the Government to raise that money which the Minister says is now being lost on the service.

On motion by Hon. J. M. Macfarlane, debate adjourned.

BILLS (2)—FIRST READING.

- 1, Inspection of Scaffolding.
 - 2, Supply (No. 2), £1,050,000.
- Received from the Assembly.

House adjourned at 6.5 p.m.

Legislative Assembly,

Thursday, 27th September, 1923.

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

QUESTION—ARBITRATION COURT, PRESIDENT.

Mr. CORBOY asked the Premier: 1, Is it a fact that Mr. Justice Draper has been relieved from the position of President of the Arbitration Court? 2, If so, whom do the Government intend appointing to the position? 3, In what part of the State, and on what court business, is it intended to employ Mr. Justice Draper?

The PREMIER replied: 1, No. 2, Owing to the contemplated temporary absence of the President, arrangements have been made between the Judges of the Supreme Court for Hon. Mr. Justice Northmore to act, and Hon. Mr. Justice Northmore has been so nominated by the Governor for the period of Hon. Mr. Justice Draper's absence. 3, Hon. Mr. Justice Draper will preside at a murder case at Broome.

QUESTION—PERTH-ARMADALE ROAD.

Mr. JOHNSTON, for Mr. A. Thomson, asked the Minister for Works: 1, How much money are the Government paying to various local authorities towards the construction of the Perth-Armadale road? 2, Is he satisfied that the present method of construction is correct? 3, Is the road being constructed under Government supervision? 4, Is he aware that the present road is dangerous to travellers? 5, Will he use his influence with local authorities to give the travelling public better facilities for negotiating the present dangerous highway?

The MINISTER FOR WORKS replied: 1, £10,000. 2, Yes. 3, Yes. 4, No, but the road must necessarily be bad while under reconstruction. 5, Yes.

QUESTION—INCOME TAX LITIGATION.

Definition of "Prospector."

M. LATHAM, for Mr. Underwood, asked the Premier: 1, Does he consider that the decision given by Mr. Justice Starke, of the Federal High Court, on the appeal of Thomson against the decision of the Federal Commissioner of Taxation, is binding on the State Commissioner of Taxation, and that, in consequence, Thomson is liable for State income tax by reason of his not being a "prospector," as defined in Subsection (5) of Section 15 of the Land and Income Tax Assessment Act, 1907? 2, If so, will the Government bring in an amending Bill in order to define more clearly the intention of this Parliament when it passed the amendment Act of last year dealing with this subject?

The PREMIER replied: 1, Yes. 2, the Crown Law Department is being asked to advise on the matter.

QUESTION—RAILWAY INSTITUTE, NARROGIN.

Mr. JOHNSTON asked the Minister for Railways: 1, In view of the importance of

Narrogin as a railway centre, have the Railway Department considered the desirability of establishing a railway institute at Narrogin? 2, If so, when will this necessary work be proceeded with?

The MINISTER FOR RAILWAYS replied: 1, Yes. 2, As soon as the necessary funds are available.

QUESTION—RAILWAY DINING CARS.

Mr. LATHAM asked the Minister for Railways: 1, What was the profit or loss made on the dining cars—(a) between Northam and Perth, (b) between York and Perth, for the last year's operations by the Railway Department? 2, What is the amount of the tender for each of these sections for the year ending 30th June, 1924? 3, Is there any supervision over the quality of food supplied by the contractor?

The MINISTER FOR RAILWAYS replied: 1, (a) Loss, £735; (b) loss, £771. Exclusive of cost of running and of interest on capital cost of cars. 2, Perth-Northam, £1,040; Perth-York, £400. 3, Yes.

QUESTION—BRUCE ROCK POST OFFICE, ARCHITECT.

Mr. LATHAM asked the Minister for Works: 1, What is the name of the architect who designed the post office at Bruce Rock? 2, Was he a State or a Commonwealth officer? 3, Was he responsible for the roof put on the above-mentioned building?

The MINISTER FOR WORKS replied: 1, The design is standard type issued by the Commonwealth Works Department. 2, Commonwealth officer. 3, He was responsible for the type of roof. The work was carried out under the supervision of the State Public Works Department, which is not responsible for the design.

QUESTION—LIQUOR TRAFFIC.

Hon. T. Walker's Report.

Mr. J. H. SMITH asked the Premier: 1, What amount of cash, and what allowances or concessions, did the Government pay or grant to the member for Kanowna in connection with his recent visit to America? 2, Did the Government pay any money to the member for Kanowna for his report in connection with such visit? If so, what amount? 3, Is it the intention of the Government to print the report of the member for Kanowna's visit to America? If so, what is the estimated cost of doing this and what number of copies is it proposed to print?

The PREMIER replied: 1 and 2, £200 in cash. 3, Yes; the report sets out the position fairly and furnishes arguments both for and against prohibition. Estimated cost for 300 copies without appendices £50.

QUESTION — RAILWAY CONSTRUCTION, PIAWANING NORTHWARDS.

Lieut.-Col. DENTON asked the Premier: When is it proposed to commence the construction of the Piawaning Northwards railway, already authorised?

The PREMIER replied: Contract drawings and specifications will be ready for calling tenders about 14th October, but the Engineer-in-Chief does not consider it advisable to call for tenders until the necessary supply of rails is available. Tenders for rails will be called next week, and on the result a date for tenders for construction will be fixed.

BILL—SUPPLY (No. 2), £1,050,000.

Standing Orders Suspension.

The PREMIER and TREASURER (Hon. Sir James Mitchell—Northam) [4.41]: I move—

That so much of the Standing Orders be suspended as is necessary to enable resolutions from the Committees of Supply and of Ways and Means to be reported and adopted on the same day on which they shall have passed those Committees, and also the passing of a Supply Bill through all its stages in one day.

Question put and passed.

Message.

Message from the Governor received and read recommending appropriation in connection with the Bill.

Committee of Supply.

The House having resolved into Committee of Supply, Mr. Stubbs in the Chair,

The PREMIER (Hon. Sir James Mitchell): I move—

That there be granted to His Majesty on account of the service of the year ending the 30th June, 1924, a sum not exceeding £1,050,000.

Question put and passed.

Resolution reported and the report adopted.

Committee of Ways and Means.

The House having resolved into Committee of Ways and Means, Mr. Stubbs in the Chair,

The PREMIER (Hon. Sir James Mitchell): I move—

That towards making good the Supply granted to His Majesty on account of the service of the year ending the 30th June, 1924, there be granted out of Consolidated Revenue Fund the sum of £680,000, and from moneys to credit of the General Loan Fund £350,000, and from moneys to credit of the Government Property Sales Fund £18,000, and from moneys to credit of the Land Improvement Loan Fund £2,000.

Question put and passed.

Resolution reported and the report adopted.

First Reading.

Bill introduced, and read a first time.

Second Reading.

The PREMIER (Hon. Sir James Mitchell): The Estimates are now before the House. I am asking for two months' supply. I move—

That the Bill be now read a second time.

Question put and passed.

Bill read a second time.

Remaining Stages.

Bill passed through remaining stages without debate, and transmitted to the Council.

BILL—VERMIN ACT AMENDMENT.

Introduced by the Minister for Agriculture, and read a first time.

LEAVE OF ABSENCE.

On motion by Mr. Mullany, two weeks leave of absence granted to Mr. C. C. Maley (Irwin) on the ground of urgent private business.

PERSONAL EXPLANATION—CAPT. CARTER AND MR. CHESSON.

Capt. CARTER: I desire to make a personal explanation and to apologise to the member for Cue (Mr. Chesson) for having misconstrued his remarks yesterday. I regret that my conception of his words led me to suggest to the House that he had imputed improper motives to the Government. I make this explanation in the hope that the hon. member will overlook my mistake.

ANNUAL ESTIMATES, 1923-1924.

In Committee of Supply.

Resumed from 25th September; Mr. Stubbs in the Chair.

Department of Colonial Treasurer (Hon. Sir James Mitchell, Minister):

Vote—Taxation, £13,473:

Mr. MARSHALL (Murchison) [4.54]: I endorse the remarks of the Leader of the Opposition as to the appointment of a State Commissioner of Taxation.

The Premier: I explained that the Federal Deputy Commissioner is on six months' leave.

Mr. MARSHALL: But while the State Commissioner has been acting Federal Deputy Commissioner he has wrongfully imposed bur-

dens on the taxpayers. I should like to know from the Premier what he proposes to do in this matter. The State Commissioner evidently becomes a law unto himself.

The Premier: No, no!

Mr. Mann: He interprets the law.

Mr. MARSHALL: He becomes a law unto himself. Bills passed in this House and forwarded to the State Commissioner are interpreted by him in a manner quite opposed to the intention of Parliament.

Hon. M. F. Troy: Give an instance.

Mr. MARSHALL: I could mention several. One instance was before the court recently. I know of others. The State Commissioner has broken away from the intentions of Parliament and placed his own interpretation upon the law. It is not uncommon for him to challenge the accuracy of taxpayers' returns.

The Minister for Works: That is his business.

Mr. MARSHALL: And he even goes to the trouble of compiling new returns for taxpayers and assessing them upon the revised amounts. One man, a struggling pastoralist, put in his return and received from the Commissioner an intimation that because the price of wool had been quoted at a certain figure on a given date, the return made was incorrect, and the taxpayer would be taxed on a much higher amount.

Mr. Money: That has been done generally.

Mr. MARSHALL: The Commissioner can impose a penalty upon anybody furnishing a false return. However, he does not do that. He tells the taxpayer, "I do not care what you may have put in. I say you have had so much income, and on that you shall pay." I do not know where we are going to end. Unfortunately for the wage earners, they have no chance to evade the law, because the employers have to furnish to the State Commissioner of Taxation the amount earned by the employees. Consequently the Commissioner has the wage earners fairly tied up. I am not protesting against that. I am condemning the Commissioner for drifting away from the authority he is given under the Act. If the intention of Parliament is going to be ignored by a departmental officer, we may just as well close up this legislative hall. I am inclined to blame the Treasurer as much as the Commissioner of Taxation, because the Premier is in a better position to take the responsibility. I do not know what is going to happen with regard to the expenses of members. My taxation payment is still in suspense. I referred the matter back to the Commissioner in the hope of getting what Parliament intended I should be allowed. No end of blunders are being made at the Taxation Department. I heard a man describe the office of the department as a rabbit-warren, where there was a host of officials tumbling over each other.

The Premier: All working.

Mr. MARSHALL: I do not say they were not working, but I do contend that the ad-

ministration of our taxation laws is bad, and that the Commissioner is responsible. What will happen to the mining industry if glaring cases like that in which the member for Claremont is interested, are to be permitted to continue? That was an instance of the Commissioner flouting the wishes of Parliament. Having listened carefully to the debates last session, I have not forgotten the desire of Parliament; there was no doubt about it.

The Premier: Ask the member for Kanowna.

Mr. MARSHALL: I am not going to question him on the point, because I know what this House intended when dealing with the Assessment Act. Unless the Commissioner curbs his autocratic attitude he will make a vast difference to mining in the State. I believe it was the Federal Act that was interpreted by the High Court the other day, but the State must do justice to the individual and see that he gets what Parliament intended. The Taxation Department must not indulge in a policy of robbery; at least on some occasions taxpayers must be given the benefit of the doubt. The Premier cannot quote one instance to show that the Commissioner has correctly interpreted the section in the Act which permits the taxpayer to get the benefit of the doubt. If an iniquitous decision such as that given in the case of the member for Claremont is going to be permitted to stand as a fair interpretation of the intentions of Parliament, then the mining industry will indeed suffer; no one will be willing to come forward to assist in the work of prospecting. I enter a protest against the decision recently given, and appeal to the Premier to see that at least the State does not follow in the wake of the Federal Parliament. I do not know whether the Premier will support the Commissioner, but while I know that the Premier is liberal where he himself is concerned, I know that he is not too kind when it comes to extending liberality towards anyone else.

The Premier: That is not fair.

Mr. MARSHALL: Unless the Premier declares that he will restrain the Commissioner of Taxation in the directions I have suggested, I repeat that mining will get a serious set back. I hope that the appointment of a State Commissioner of Taxation will receive immediate attention. I assure the House that if what has been going on in the Taxation Department is permitted to continue, I shall make a beastly noise about it in this Chamber.

The PREMIER: (Hon. Sir James Mitchell—Northam) [5.10]: Reference has been made to the intentions of Parliament being disclosed during the discussion on a measure. Actually the intention of Parliament is contained in an Act when it is passed. There is a lot of discussion around a proposal, but an Act is what governs the situation. Regarding prospectors, I am certain that the in-

tention of Parliament was that a prospector meant a man who actually found a mine.

Hon. M. F. TROY: The first man, not the second or the third man.

The PREMIER: Yes. The intention was that the genuine prospector should not be taxed. At any rate, I am referring the matter to the Crown Law Department for their interpretation. I do not know whether the proposals that are likely to be made by the Federal Government will be acceptable to this House. In a short time we shall know what they are.

Hon. M. F. TROY (Mt. Magnet) [5.12]: I had intended to suggest that we should wipe out taxation on the production of gold as has been suggested in the Federal Parliament, on account of what the industry had to bear during the years of the war, and on account of the high cost of production. Regarding the High Court case to which reference has been made, I do not blame the Commissioner. The decision was that of the High Court. The Minister submitted an amendment to this House, and it was accepted as being sufficient and complete. We naturally thought that the Crown Law Department, knowing the wishes of Parliament and of the mining community, would carry out the desire of the Minister, and suggested an amendment that would meet the case. I do not know whether that amendment does not meet the case.

The Premier: I do not know.

Hon. M. F. TROY: The question upon which the member for Claremont (Mr. J. Thomson) appealed is merely on the interpretation of the law as to whether he is a prospector or not. I do not know whether the amendment we passed does not provide that the original prospector is exempt from taxation even if he showed a profit. In the case of the member for Claremont, the High Court held that he was not the original prospector, and that he came along after someone else had been there.

The Premier: We only exempted the prospector.

Hon. M. F. TROY: Yes, we only intended that by the amendment. We said that the person who sold the property would be taxed.

The Premier: That is so.

Hon. M. F. TROY: The High Court held that someone else had found the iron deposit, and that the member for Claremont had reaped a profit as the result of that other person's discovery.

The Premier: I am not talking about his case.

Hon. M. F. TROY: But the point has been raised. It has never been held that the original prospector is subject to taxation. It has been held that a certain person is not a bona fide prospector because he reaps an advantage after the discovery has been made by some other person before him.

The Premier: It was intended to cover the man who backed the prospector before

the discovery was made, but not afterwards.

Hon. M. F. TROY: When the prospector, or the person who backed him, sold to someone else and that someone else sold at a profit, the latter party must be taxed.

The Premier: That is so.

Mr. CHESSON (Cue) [5.17]: I protest against the interpretation placed by the Commissioner of Taxation on the Income Tax Assessment Act passed last session. It is practically a quibble of words on the part of the State Commissioner. When the Bill went through last session we understood that members in the metropolitan area would be allowed £50 for expenses and those in the country £100. It is impossible for any one of us to keep an accurate account of our expenses whilst travelling through the State. If the State Commissioner is sent to the other States, he is allowed reasonable expenses, which I believe amount to a guinea or two a day. All we ask is that in the country districts we should be allowed £100 for expenses, as we understood would be allowed under the Bill. Because we are not in a position to show our expenses in tabulated form, the Commissioner queries them and disallows them. It is time this House took up a stand in regard to Acts of Parliament. There was a meeting between the two Houses and managers were appointed. When the managers reported to the House, we were given to understand that the allowances would be as I have stated. We fill in our returns, but we find that this amount is disallowed in the assessment. If we are going to submit to the interpretation placed upon Acts of Parliament by the Commissioner without protest, it is time we shut up shop. We should all protest against the high-handed action of the Commissioner in taking up this stand against the wishes of Parliament.

Mr. MONEY (Bunbury [5.20]: Section 49 of the Land and Income Tax Assessment Act says—

Any person sought to be charged with taxation may, within 30 days after the notice of assessment for land or income tax, or of any altered, corrected, or additional assessment, has been given, appeal therefrom to the Court of Review, upon the ground that he is not liable for the tax, or for any part thereof, or that the amount of such assessment is excessive.

There have been many cases where the assessments of the Commissioners have been improper. What is rather detrimental to the one appealing is the fact that the notices have to be in such form, and such steps have to be taken, as prescribed by the regulations. If he fails to proceed according to the regulations the appeal is out of order. I suggest that in case there is any amendment of the Act, and I believe there is an

amendment of the Land and Income Tax Act to be brought forward this session—

The Premier: Yes.

Mr. MONEY: — then will be the time to do something to safeguard the rights of the appellant. I know of a case in which a tax was appealed from. Notice of appeal was given to the State Commissioner and the Federal Commissioner. The appellant was kept waiting for some considerable time. With the notice of appeal was a letter to this effect—

We believe (we have no copy of the regulations), that the notice is in order, but if you desire any other formality or technicality, please give us notice at once if there is anything further required to to make the appeal right.

An acknowledgment from the Commissioner was not sent for some considerable time. The acknowledgment stated that the appeal in connection with the State was correct, but the notice in connection with the Federal authorities was incorrect. In other words, they accepted the appeal in the one case but not in the other. When the time comes for amending the Act, it should be clearly stated on the back of the assessment the full right of the one assessed to appeal. The section of the Act to which I have referred does not stipulate everything the appellant has to do. If there is any regulation desired, any particular procedure to be gone through, or any special notice has to be sent, it should be clearly expressed on the endorsement. In connection with the State taxation there is the right to appeal under the State Land and Income Tax Assessment Act.

Item, *Commissioner of Taxation, £804:*

Mr. A. THOMSON: I understand that the State Commissioner is now acting on behalf of the Commonwealth Government. Is he being paid by the Commonwealth?

The Premier: Yes.

Item, *Clerks, Temporary (Re revaluation of land), £480:*

Hon. F. T. BROCK: What are the duties of these officers? Some time ago officers made a revaluation of the land east and west of the goldfields railway and along the Great Southern. A revaluation should not be necessary, seeing that returns are sent in by property owners showing what improvements have been effected from year to year. If a man does not purchase any more land, or sell any of his property, he does not need to make out a full return. A full return is required within a certain period of years. Anyone sending in these returns must include all improvements made during the period. It would, therefore, be an easy matter for the office to decide the valuation.

The PREMIER: These are two temporary officers who are engaged on Agricultural Bank and Lands Department searches and records.

Item, *Amount payable to the Commonwealth Government for collection of taxes, £12,189:*

Mr. A. THOMSON: I move—

That the item be reduced by £1.

I move this as an intimation to the Government that, as the assessment notices for incomes have been reduced in number from 39,000 to 19,000, they should ask the Commonwealth Government to reduce their charge. Of course, the State Government can get out of the engagement by giving six months' notice. There must be a considerable saving to the Commonwealth because of the number of assessments that have been cut out.

Hon. P. Collier: Can you not trust the Government to do this without an intimation to them?

Mr. A. THOMSON: I do trust the Government.

The PREMIER: It is by agreement that this amount is paid. It cost us about £34,000 and costs the Commonwealth Government very little less than that. We can get out of the arrangement by giving notice, but we could not collect the tax for anything like £12,000. Not only the income tax but other taxes are collected for us. It is costing within a thousand pounds of what it cost us, for the Commonwealth Government to make the collections. I do not think it is possible to get the amount reduced, but if it is I shall endeavour to do so.

Mr. HUGHES: I support the amendment. The Premier has pointed out that taxation collection by the Commonwealth is a matter of agreement with the State, but that arrangement was fixed on the basis of 39,000 assessments.

The Premier: If you want that altered, you should inform the House that the Federal authorities will tell us that we can do our own collection and that it will cost us £34,000 to do it.

Mr. HUGHES: If the Federal Government took up that stand and deliver attitude, I would dissociate myself from them if I were Premier. If there is a saving of £34,000, it is due to the amalgamation.

Mr. Money: It is not actually a saving to the people.

Mr. HUGHES: I take it, it is a saving in administration charges to the State.

The Premier: That is so.

Mr. HUGHES: But that is by reason of the amalgamation of the two departments.

The Premier: You argued all that on Tuesday.

Mr. HUGHES: There is nothing to stop me arguing it again. If there are 20,000 fewer assessments to make, so much less labour is involved on the part of the Federal officials.

The Premier: Well, support the member for Katanning!

Hon. P. Collier: As a matter of fact, this point was stressed by the member for East Perth; it never occurred to the member for Katanning before that.

Mr. HUGHES: I am prepared to play in the band if I cannot be the conductor. Surely the Federal Government will be rea-

sonable enough to review the position. If they will not listen to reason, I would not be associated in a partnership with them.

Hon. P. Collier: You would get a divorce.

Hon. W. C. ANGWIN: I hope the member for Katanning will withdraw his amendment.

Hon. P. Collier: He has not the same confidence in the Government to-day as he had yesterday.

Hon. W. C. ANGWIN: It is not a matter of confidence. Those of us who have inspected the new General Post Office buildings, must have noticed the large space allotted to the Taxation Department.

Hon. P. Collier: They will fill the floor too.

Hon. W. C. ANGWIN: It should make us careful as to what we say to the Federal authorities or they may increase the price.

Mr. Teesdale: They make take some more of our departments.

Hon. W. C. ANGWIN: I do not know if the Premier has considered the matter, but I think a reduction would be possible in the cost of collection of the land tax if an arrangement were made with the local authorities to collect the tax for us. The local authorities send out their rate notices every year and it would only mean another line on the notice to cover the land tax as well. That would reduce the cost of collection and it would also be beneficial to the taxpayers who would not have to incur so much expenditure in the payment of their tax.

Amendment put and negatived.

Vote put and passed.

Vote—*Workers' Homes Board, £12,567:*

Mr. McCALLUM (South Fremantle) [5.40]: Has the Premier any statement to make regarding the deputation, comprising metropolitan members of Parliament, who waited upon him recently and asked that the operations of the Workers' Homes Board should be extended to the metropolitan area? Suggestions were also made by the deputation that standard plans should be prepared for cottages to be erected, and the use of wood adopted for building purposes, as a means of keeping down the cost of house construction. The housing problem is getting more acute every week. Recently an inspection was made in the Fremantle district and we found that the housing conditions in some cases were most disgraceful. We found homes situated in back yards with their front doors and back doors looking out towards the back yards of other premises. We are developing slums that will rival those in the cities of the old world. I do not know whether it is against the law to allow houses to be constructed with no immediate approach to a street. There are rows of houses in Fremantle, situated in back yards without any outlook upon streets. Under such conditions little children are being reared. In some of these places, as many as six in the one family are living in a single room. Photographs

were exhibited to the local municipal council a week or so ago and these included one of a house without windows. In some cases three or four families were reported as living in one home. The congestion in some of these places is something we cannot be proud of. Such conditions should not be tolerated either by the local authorities or by the Government. Something should be done to relieve the position. It was for this reason that the deputation made their suggestions to the Premier. The idea was that the State Sawmills might fix a price at which they were prepared to supply materials for the construction of the standard houses. To-day the Government are erecting cottages throughout the group settlements.

The Premier: I can tell you that I am going to do something for the metropolitan area as soon as the local authorities pass their plans.

Mr. McCALLUM: I am indeed pleased to hear the Premier make that statement.

Mr. Hughes: But what sort of houses are they?

Mr. McCALLUM: Of course, I shall be glad to see the plans of the houses. The Premier was good enough to show me the first plans that were sent out. If the plans are anything like decent, they will be a considerable improvement. The next problem will be one affecting land. I offer the suggestion to the Premier that it is within the bounds of possibility that some arrangement with the local governing authorities may be made for the use of the endowment land. From Subiaco to the coast, we have municipal endowment lands and all round Fremantle there are endowment lands.

The Premier: Would that land be covered under our amended legislation? There was an amendment applying to the University endowment land. Perhaps that will cover the other position.

Mr. McCALLUM: The University cannot lease their lands and under the Workers' Homes Act advances can be made on leasehold property. I believe the endowment lands cannot be sold or leased. I do not know what is proposed, but if the municipal endowment lands can be made use of under conditions similar to those applying to the University endowment lands, we should see to it that the quarter-acre blocks are provided and thus get the people away from the congested areas into the suburbs. This will be far better than having thickly populated centres in narrow streets at the port or the city, tending towards the development of slum areas. If this change could be effected, we would have a healthier community and happier family life than is possible in congested places at present. I trust the Premier will look into this matter.

The PREMIER (Hon. Sir James Mitchell—Northam) [5.45]: A deputation waited upon me some time ago and I believe that the metropolitan members were present. I think we might have a plan prepared for

standard house, the cost of which would be within the means of the worker. The standard house, if accepted, will be a comfortable home, and if we place the purchase of material as we do in the country towns and on the group blocks, we shall obtain a good and a cheap house. I think it would lead to a reduction in the cost in places like Northam, Bunbury and Albany, if not in the metropolitan area. I would sooner see a decent block of land and a small house than a large house and a small block of land.

Mr. McCallum: Particularly for wooden houses.

The PREMIER: Yes. In this climate people live largely out of doors and require breathing space. This proposal would not mean that people who wanted better houses would not be able to get them, but it would mean that the people in receipt of a standard wage of £4 a week would be able to get a comfortable house and feel that they were working for themselves. The standard plan will fill the bill and will give a great many wage earners, who cannot now get a house, an opportunity to obtain one. The Chief Architect is discussing the matter with the authorities. The workers have to get to their work earlier and they often reach home later at night than other people, and the trouble is to so place them that they will be able to reach the tram or railway easily. They must be in close touch with travelling facilities. This is one of the chief causes of slums.

Hon. W. C. Angwin: There are no slums here.

The PREMIER: I am referring to other countries. The fact of workers having to get to their work early leads to their congregating in thickly-populated centres. I do not think we have any slums in this State; we have a little congestion, and we must avoid that as much as possible. Workers' homes, however, must be convenient to trams and railways if they are to be of any use. As to the blocks, well, God has given us plenty of land—

Mr. Hughes: But God's ownership has been superseded.

The PREMIER: We are doing the best we can, and we hope to do for the metropolitan area what we have done for the country areas, only that a better house will be provided in the metropolitan area, because the people there insist upon it.

Mr. Pickering: Have you any idea what it will cost?

The PREMIER: About £380 to £400. If anyone wants a better house, he will be able to get it.

Mr. A. Thomson: Would such a house be finished inside?

The PREMIER: Yes, lined.

Mr. Pickering: Built of jarrah?

The PREMIER: Yes. The cost may be a little more, but I hope it will be possible to build these homes for £400, an amount

that will be within the reach of men receiving £4 a week.

Mrs. Cowan: That is what we want.

Mr. ANGELO (Gascoyne) [5.50]: I again ask the Premier to give consideration to the suggestion that the maximum amount allowed under the Act be increased for the North-West. The Premier knows that the worker in the North is in receipt of a wage higher by 25 per cent. than the worker down here, and therefore is able to pay a little more rent and undertake a greater liability. The North is losing some of its best people. Men go up there, get a family around them and then have to leave because they cannot be housed. The workers' homes system was intended to benefit the whole of the State. To isolated places like the North-West, where we desire to retain our population, the benefits should be extended. I can give the names of at least a dozen families that have had to leave Carnarvon within the last 12 months, because they could not get housing accommodation. The pastoralists are too busy with their own pursuits to bother about building houses, and the people are considerably handicapped. Down here there are the State brickworks and other brickworks and timber mills within easy reach of the metropolitan area, where building material may be obtained at reasonable rates.

Hon. P. Collier: The prices are not within easier reach.

Mr. ANGELO: I am contrasting the conditions here with the hardships that people in the North have to contend with. They have to pay high freights in order to get timber.

The Premier: Not much higher than the people here pay.

Mr. ANGELO: The Premier has told us about a new standard house. I understand it is to be built of jarrah, but we have white ants in the North—

The Premier: Keep them there.

Mr. ANGELO: And white ants will go through jarrah. Insurance rates on wooden buildings are very high in the North. In my own town we can make concrete bricks at a very reasonable price, and a good house can be built for £650 to £700. If the maximum of £550 under the Act were increased by £100 for the North-West and other outback places, it would be of considerable assistance and would aid the Premier to attain his object of retaining population in those parts of the State. The people I referred to as having left the North came to Perth to earn a living. They could not get houses up there. Two years ago I presented a petition signed by 22 workers who wanted to get houses built up there, but after inquiry it was found that £550 would not build a suitable house, that is with concrete bricks. Therefore I ask the Premier to give this matter further consideration. I believe another £100 or £150 would be ample.

Mr. PICKERING (Sussex) [5.55]: I support the argument of the member for Gascoyne (Mr. Angelo). The mere fact of the Government increasing the maximum would impose no obligation upon the applicant to avail himself of the full amount. If he could fulfil his requirements for a lower amount, he would naturally do so. I am convinced that it is impossible to build a substantial house of other than wood in the North-West and, in fact, in many parts of the State, for £550, and I can assure the Premier that the few houses in which I have been interested were with difficulty brought within that limit. As a matter of fact they cost nearer to £600. Many homes that have been erected and regarded as workers' homes are really war service homes, and it has been possible to build them, because the loans for war service homes run to £800. I have yet to learn that the War Service Homes Department have experienced any difficulty in collecting the amounts due.

Hon. W. C. Angwin: They waste too much money in the roofs.

Mr. PICKERING: I agree that a lot of money has been wasted in the roofs and in unnecessary piers to carry the gutters. If our workers' homes advance were increased to £650, it would solve the housing problem in many districts.

Mr. A. THOMSON (Katanning) [5.57]: I confess to being disappointed that the Government have not taken steps to give effect to one of the planks of their platform, namely, freehold tenure. It is only fair that those men who desire to convert leasehold into freehold should be permitted to do so. People like to feel that what they have is their own. Recently a man visited a farm, the Scottish occupants of which were having a strenuous time. He said, "I do not know why you people are hanging on here living under such difficulties when you would probably do better elsewhere." The visitor was taken outside and the owner, pointing to the four corners of the land said, "What we are working for is that all within this area may one day be ours." The Act should be amended to give those holding homes on leasehold tenure the right to convert. It would be purely voluntary. The land would be re-appraised and, at its present value, the State would lose nothing. When a man with leasehold tenure has to leave his home, because of his employment requiring him to live elsewhere, he gets nothing out of the place.

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

Mr. A. THOMSON: Well, all he gets back is his own money less interest. Land values have appreciated considerably.

Hon. W. C. Angwin: That increase belongs to the State.

Mr. A. THOMSON: It does not; that is the anomaly. If the State derived the benefit no one would have reason to cavil. But what actually happens in the case of a man who leaves leasehold property owing to stress of circumstances, is that some other

more fortunate individual gets a house at considerably less than its value. Compare the position of the man compelled to leave his property in such circumstances with the position of a man who has bought a block of land for £25 or £30 and has erected a house on it. The latter is allowed to sell his property, and thus obtain any equity of redemption there may be in it. I hope the Premier will introduce a Bill enabling those who desire to do so, to make their homes freehold. The present maximum of £550 for the construction of a worker's home should be increased. That maximum was fixed years ago. Undoubtedly the system is sound business for the State, and shows a profit, or at all events pays its way.

Hon. W. C. Angwin: All that is wanted is that the system should pay its way.

Mr. A. THOMSON: We have to recognise that wages have increased, since the Workers' Homes Act was passed, from about 12s. per day to £1.

Hon. W. C. Angwin: The cost of food has increased.

Mr. A. THOMSON: I do not wish to be misunderstood at all. I am not objecting to the increased wages. I merely wish to state my reasons why the amount of the maximum under the Workers' Homes Act should be increased.

Mr. Hughes: The increase in wages has been from 9s. to 13s. 4d.

Mr. A. THOMSON: I am referring to tradesmen. If one wants a first-class hodecarrier in the metropolitan area to-day, one has to pay 25s. Many hodecarriers are getting £1 per day.

Mr. Hughes: I do not think so.

The Colonial Secretary: Bricklayers are getting 30s.

Mr. A. THOMSON: Bricklayers and plasterers are getting 25s. in the metropolitan area. Wages all round have increased, and that fact must increase the cost of all materials and articles used in the construction of a worker's home. If the maximum of £550 was adequate in 1911, it is insufficient to-day. Many people under the Workers' Homes Act have houses which cost as much as £800. They were in the fortunate position of being able to find the balance themselves. Under such an arrangement the Government have a far more valuable security. The Premier said the worker could not meet as high a cost as £800 for a home. In view of the height to which rents have risen, according to statements made in this House, and in view of workers having to pay from 22s. 6d. to 30s. per week rent in the metropolitan area, a maximum of £800 for a worker's home should not be too much, seeing that it represents at six per cent. only 18s. 6d. per week. The man who has a worker's home is conscious that what he is paying for will ultimately be his own, if he lives long enough—say about 20 years.

The Premier: Only part of it.

Mr. A. THOMSON: Still, he has the knowledge that nobody can turn him out or increase his rent.

Mr. Hughes: He can improve the property without suffering an increase of rent.

Mr. A. THOMSON: Yes. I recognise that more money will have to be placed at the disposal of the Workers' Homes Board, but there is no danger of loss. The investment is thoroughly sound. If my suggestion is adopted, people in the country districts, as well as people in the metropolitan area, will have an opportunity of obtaining homes of their own. The maximum should be raised to at least £800. I have considerable experience of the work of the board, and can certify that it is carried out on sound and effective lines; and I desire to add that those officers of the board with whom I have come in contact are men imbued with a sincere desire to do their duty by the State.

Hon. W. C. ANGWIN (East Fremantle) (6.8): I shall not enter into the discussion of leasehold versus freehold, which I consider is out of order; but I may say that the leasehold system has proved a good friend to those who have taken the opportunity to avail themselves of it. They had the choice at the start, either freehold or leasehold. As to the Premier's suggestion of a standard house to be built under the Workers' Homes Act, regard must be paid to the possibilities of such standard houses being let if they are left to the persons for whom they have been built. So far, houses built under the Workers' Homes Act have yielded a greater return than let than that which was obtained from them under the terms of the Act. Care must be taken to ensure that any standard house adopted suits the average tenant. I am not sure that in the metropolitan area a house built of jarrah will let as readily as one built of brick. I live in a jarrah house, which I built myself; but I would prefer a brick house. The painting of my house during last year cost me no less than £13 for material alone, that is to say for the paint only. The added cost of keeping a wooden house in proper condition is considerably above that of a brick house. Unless woodwork is kept properly painted, the house will fall to pieces very speedily. Oil by itself does not afford the wood adequate protection. The Premier should give careful consideration to the greater cost of upkeep of wood as against brick. I agree with the member for Katanning (Mr. A. Thomson) that the Workers' Homes Board have done their work very well. In view of the hon. member's remarks, I am surprised that he is not an advocate of the continuance of State trading.

Mr. A. Thomson: This is not State trading.

Hon. W. C. ANGWIN: Certainly it is State trading. It is the State building houses and selling them to the people. Yet the hon. member says Western Australia is going to ruin through State trading. To-night he expressed his wish for an increase of the maximum amount granted under the Workers' Homes Act. With regard to the cost of building, it is not only wages that have increased. Sometimes monopolies arise in the manufacture of

bricks, and so the price of bricks is raised.

The Minister for Mines: Sometimes there are monopolies in jarrah, too.

Hon. W. C. ANGWIN: Yes. The State Sawmills are now part of the timber combine. Thus the increased cost of materials has raised the cost of houses. I would recommend the Government to start another State trading concern—brickworks in the Great Southern district, where a monopoly exists.

Mr. A. Thomson: What monopoly is there in the Great Southern district?

Sitting suspended from 6.15 to 7.30 p.m.

Vote put and passed.

Vote—Miscellaneous Services, £93,144:

Item, Infant Health Association, Child Clinic, £200:

Mrs. COWAN: I am glad to see the provision of money for the Infant Health Association. I hope the Premier will realise that the vote will require to be increased from time to time. Good work is being done in our midst and this shows that the departmental eyes have been opened to the worth of the work effected. I hope the Premier will see that the item becomes a permanent one and that he realises an increased amount will be needed.

Item, Proportion of expenses of Trade Commissioner to the East, £750.

Hon. P. COLLIER: I presume this vote represents our proportion towards the expenses of the trade commissioner appointed to represent the Commonwealth and the several States in the East.

The Premier: Yes.

Hon. P. COLLIER: But has not the Commissioner been recalled?

The Premier: I do not think so.

Mr. Teesdale: This must refer to Sheaf.

The PREMIER: The States joined with the Commonwealth to send a trade commissioner to the East. Mr. Little was appointed first, and then Mr. Sheaf.

Hon. P. Collier: Little was recalled.

The PREMIER: He was to have been recalled. I have not been notified whether he was actually recalled.

Hon. P. Collier: Are we getting any results?

The PREMIER: I think so. We are being advertised and inquiries are received from time to time.

Mr. Underwood: We sold three sheep there last year.

The PREMIER: At any rate, we are receiving inquiries from those parts, showing that something is being done.

Mr. LAMBERT: I am doubtful regarding this item. We are straying on to dangerous ground when we commence subsidising trade commissioners wherever the Federal Government may see fit to send them.

The Premier: This is the only place.

Mr. LAMBERT: But what have we to sell?

Mr. Teesdale: Manganese!

Hon. P. Collier: The trade commissioner who went up in connection with manganese was not too successful.

Mr. LAMBERT: No, I have a lively recollection of his work. What have we to sell and what are the possibilities of effecting sales? It is all very well for merchants established in the Eastern States to put up a plea to the Federal Government to send out trade commissioners to advertise and sell their commodities. So far as this State is concerned, it is futile and a waste of money.

Mr. Cunningham: What about Mills & Ware's biscuits?

Mr. LAMBERT: That firm can sell all they can produce without sending trade commissioners there, and if it is to cost £750 in order to sell a few tins of biscuits, it would be better to give that money to the firm here.

The Colonial Secretary: Hunt's have a big market for their biscuits up there.

Mr. LAMBERT: We are not producing 50 per cent. of the biscuits consumed in the State to-day, so what is the good of talking about markets outside?

The Colonial Secretary: We want a market for our fruit.

Mr. LAMBERT: It is a matter of policy regarding Western Australia and we have virtually nothing to sell, with the exception of three or four standard commodities.

Hon. P. Collier: Of primary production.

Mr. LAMBERT: Those commodities bring their own prices in the markets of the world. If we were to send a retinue of trade commissioners to any part of the world, we could not get anything more than the value the goods will command. If we produce three times as much wool and twice as much wheat, we could sell it.

Mr. Cunningham: Wheat prices are decreasing.

Mr. LAMBERT: Probably all prices are decreasing in direct ratio to the cost of production. I am surprised that the Premier has sanctioned this expenditure.

Mr. Cunningham: The Minister for Mines went up there 18 months ago as a trade commissioner.

Mr. LAMBERT: Why subsidise the Federal brigands who are sucking the life blood out of this State?

Mr. Latham: You heard the statements made at the opening of the G.P.O. yesterday.

Mr. LAMBERT: I am not concerned with those statements; I am concerned about the attitude of the Government in subsidising what I consider is a purely Federal function. If trade commissioners are to be sent out by the Federal Government, the Commonwealth authorities should pay, not the State Government.

Mr. Cunningham: Then this shows weakness on the part of the Premier.

Mr. LAMBERT: I do not say that. Probably the Premier, in a laudable desire for co-ordination, has agreed to pay our proportion towards the cost of these trade commissioners. When the Federal Government ask

the States to contribute towards the cost of a purely Federal function, I hope they will get a slap in the face every time. It would be better if some of these Federal members, drawn from all political parties, were to come here and listen to the debates. They could then learn how we are being affected by trade, what the imposts, including direct and indirect taxation, mean to us, and now, insult is added to injury by the Federal request that we shall subsidise these trade commissioners. This is merely to serve the interests of the manufacturers in the Eastern States. Although this is a small matter, I hope the Premier will be seized of its importance.

Mr. Piesse: We should send our own man.

Hon. W. C. ANGWIN: There is something in what the member for Coolgardie says. When in Sourabaya I heard that one of our people had placed grapes and apples on the market there, with the result that another man came along and said he could place apples on the market at a considerably cheaper rate. Those apples were to come from South Australia, but they did not materialise.

The Premier: South Australia has its own man up there.

Hon. W. C. ANGWIN: The people were told that they could not get apples unless they took grapes as well. That is a wrong attitude to adopt. I noticed on the top floor of one building that there was an office of a trade commissioner, but I did not hear anything of him.

Mr. LAMBERT: In justice to the gentleman who occupies this position in Singapore, I would like to explain that he is sincere in his desire to assist in giving information. We in Western Australia are not interested in the sale or advertising of the products of the large manufacturers in the Eastern States.

Mr. Pickering: The Singapore agent has not the avenues to assist us.

Mr. LAMBERT: We should create those avenues before we put up fictitious people to sell imaginary goods that merely obtain in the minds of people here, who are prepared to squander money for the sake of co-ordinating matters affecting a purely Federal function.

Mr. TEESDALE: It is not often that I support the member for Coolgardie, but I can do so on this occasion. This is nothing more than a positive waste of money. No doubt this gentleman will answer letters and is prepared to give information, but that is no good to Western Australia. We require the services of a smart man who will go round the island and talk about our lines, giving merchants details about freight and other matters that cannot be supplied by this department. No doubt inquiries will be answered in a stereotyped form and the list of firms supplied. For £750 I can produce a man who will go throughout the island and canvass for trade.

Hon. P. Collier: And for this State alone.

Mr. TEESDALE: Western Australia gets a very small percentage of the services of these trade commissioners. The State is a very small place in their minds. It is only when you send a letter asking a specific ques-

on that you can get any information; and on the information is of little value. For 50 we should send up a man who will look after Western Australian interests alone. He could be a man who will come down on the individual who does any dirty action and puts shoddy stuff, thereby getting Western Australia a bad name. The Premier would be justified in withholding this amount next year, and sending up a Western Australian business man who would do his utmost to sell our stuff.

THE PREMIER: I know this question has been exercising the minds of hon. members and the public generally. As hon. members are aware, we entered into an arrangement with the Commonwealth Government, and so we have to contribute towards the cost of the Trade Commissioner. I do not know exactly what it would cost us to send up a man of our own and pay his salary and travelling expenses.

Hon. P. Collier: There is not much travelling about Singapore.

THE PREMIER: No, it would be largely a stationary position. I do not know whether it could without notice withdraw from the Government. Of course we should first be sure that we are not getting value for our money.

It would be difficult for the State to maintain a constant flow of supplies, because our manufacturers are not turning out much more than is consumed within the State. Still, of course, unless we look ahead for our markets, we cannot expect to find them to hand when we are ready for them. I am inclined to agree that we should have our own representative, but I am afraid it would mean considerable expenditure.

Mr. Richardson: The cost is £2,500.

Mr. Cunningham: It would be money well spent.

THE PREMIER: I do not know whether, in this stage, it would be, because we have not very much of anything to send abroad. I agree with the member for Roebourne (Mr. Weddale) when he deplores the sloppy way in which some of our goods are put up. Certainly, if we had a representative of our own there, he would soon correct the evil.

Hon. P. Collier: That is where we should get better results.

THE PREMIER: Yes, he would confine his attention to Western Australia's interests. Without being quite sure, I think South Australia came into this proposal, but withdrew. We will give the matter consideration and see whether we could do better by having a direct representative.

Item, Imperial Exhibition, £6,970:

Mr. LAMBERT: The exhibition will afford an excellent opportunity for displaying in London our principal products such as minerals, timber, wool and wheat. The opportunity will be unique, inasmuch as it will be possible by a display of our resources to attract much-needed capital to the State; also it will be unique in the sense that our display

will be viewed by millions, and so probably will lend a practical stimulus to the fruition of our immigration and land settlement policy. In our mineral wealth alone we have very much to display, and I hope the Minister for Mines will not lose the opportunity this exhibition will provide for focussing attention at the seat of Empire on our mineral resources. Whatever such a display may cost us, it will be money well spent. In the earlier days most of our attention was paid to gold mining, to the neglect of other minerals. A good deal of energy is being infused into the collecting and tabulating of our minerals, and I hope the Premier will not be miserable in his attitude towards the proper representation of our mining resources. We have in the Geological Department some very valuable officers, particularly Dr. Simpson and his assistant. It would pay us to have at the Imperial Exhibition a good man capable of describing our minerals, their uses, their value, the localities in which they are found and the distance of those localities from ports. With the eyes of the world focussed on the Empire Exhibition, any display we may make will be fully justified. Such a display of minerals as we can put up would open the eyes of the investing public to the real value of our resources.

THE PREMIER: I cordially agree with the hon. member that it will be a wonderful opportunity to advertise the State. All that we want are capital and men. The exhibition will certainly provide a splendid opportunity for the display of our resources.

Mr. Lambert: We don't want to be swamped by the Eastern States.

THE PREMIER: No, we must hold our own at the exhibition, and make the fullest use of the opportunity afforded to advertise the State. Our display ought to result in an influx of both men and money into Western Australia.

Hon. W. C. Angwin: Don't be too lavish; the Commissioners will spend all that you give them.

THE PREMIER: They won't get very much. I hope a good many Western Australians will visit the exhibition and by their presence and their praises help to advertise the State.

Hon. P. COLLIER: I also agree with the remarks of the member for Coolgardie (Mr. Lambert).

Hon. W. C. Angwin: Don't forget that the chairman of the Western Australian Commission is here and will be making a note of all this discussion.

Hon. P. COLLIER: This opportunity will not occur again for, perhaps, very many years. I am sure the State will be able to send forward exhibits that will not suffer by comparison with those from the other States of the Commonwealth. Particularly should I like to see displayed the magnificent record of our mining industry, and of the possibilities still ahead of it. The Minister for Mines knows that the only disability under which the

industry is suffering is want of capital. If we could but attract to the State a comparatively small proportion of the capital that was invested in mining here 25 years ago, there would be a considerable revival on our goldfields. No part of the Empire, except South Africa, is able to make a better mineral display than can be made by Western Australia. The section of the committee that has the matter in hand is doing its work thoroughly, and I look forward to seeing the State brought well to the front at the exhibition, and as a result a revival in the industry and an inflow of capital into Western Australia. I would like to see the various exhibits displayed in Western Australia before they are sent away.

Mr. Pickering: Are not they being displayed next week?

Hon. P. COLLIER: I read that the forests exhibit would be displayed in the Barrack-street room during Show week, and I hope the Minister for Mines will endeavour to place on view the mining exhibit.

The Minister for Mines: That has been arranged.

Hon. P. COLLIER: It may not be convenient to show all the exhibits, but it is a good thing to let our own people know what is being sent to the exhibition, in order that they may form some conception of the spectacle our exhibits as a whole will present when assembled in the Western Australian court. There is also the question of having the exhibits explained to visitors to the exhibition. I suppose arrangements for that will be made at the London end. If someone could give information and encouragement to the people interested, it would be of great assistance to them and to the State. I hope the result of the exhibition will be a great advantage, not only to Western Australia, but to the Commonwealth.

Mr. TEESDALE: I have no fear that a good representative exhibit will be sent from Western Australia.

Mr. Marshall: Any camels going?

Mr. TEESDALE: But I should like to be as certain as to the attention to be given to the exhibits a month after they have been placed on view at Home.

Mr. Cunningham: Will you send with them a patient from the Woorloo Sanatorium?

Mr. TEESDALE: I have a vivid recollection of a six months' exhibition in England. The Australian court, after about the first six weeks, was practically deserted. It often happens that the attendants sent Home have not been to England before and their object is to get away and see things, not to stay at the exhibition and talk dry stuff about Western Australia to visitors. The court was practically left in charge of two juniors. There were tons of pamphlets; one could help oneself. There was a good deal of dust on the exhibits, and it seemed nobody's business to go around with a feather duster. The men sent Home grew

very tired after the first six weeks and it was extraordinary how they used to get away to Brighton and attend various functions.

The Minister for Works: Are you talking about the Agent General?

Mr. TEESDALE: I never saw him near the Australian court at all. I lived very close to it and for six months I went to the exhibition at 9 a.m. daily and never left until 11 at night.

Hon. P. Collier: The Agent General was probably at the King's court.

Mr. TEESDALE: I feel sure we shall have a creditable lot of exhibits, and I hope the Government will see we have good conscientious, live people in charge of them so that they can tell visitors whence the exhibits came, the quantities we have, and in fact give full details so that inquirer will be sent away thoroughly versed in what the State can produce. Often I stood by and regretted the indifferent, slap-dash manner in which the attendants answered the few questions addressed to them, as much as to say "I cannot waste more time on you." That is not right. If this money is to be expended in preparing an exhibit let us not be niggardly. Let us send half a dozen men if necessary to attend on inquirers and talk the stuff up in order that the State may get the best advantage from it.

Hon. W. C. Angwin: There are 50 of us here.

Hon. P. Collier: What about a special trip in the "Kangaroo"?

Mr. TEESDALE: The Premier could have covered himself with glory had he arranged for a special Bay steamer to run Western Australian people to the exhibition. If it were known that a steamer loaded with Western Australians and their exhibits were travelling Home, accompanied by the necessary attendants, it would have been a fine advertisement for the State.

The Minister for Mines: It would be like the Queen of Sheba's arrival.

Mr. TEESDALE: I hope the Chairman will pay attention to what I have said regarding the attendants. It is of no use sending exhibits Home unless they are well backed up. Let us send men who know something about the subject. We do not want men like those in the mausoleum known as Australia House. It always reminds me of a morgue. You go in there and get bushes in the marble passages. You see a boy, a magnificent looking fellow, wearing epaulet and gold braid, and when you ask for directions he rattles out "Up two flats and the second on the right" and is gone in no time. The visitor is none the wiser and he returns to the stairway where he knows he is safe. I would like to know whether our exhibit is to be part and parcel of an Australian exhibit. Is it possible that our stuff may be exhibited as Australian without any intimation that it came from Western Australia.

The Premier: No.

Mr. Lambert: They would do it if they could.

The Minister for Mines: That will not be done.

Mr. TEESDALE: I am pleased to have that assurance. I again emphasise the necessity for sending first class attendants. I hope, Mr. Chairman, you will bear this in mind, because you will have some say in the matter.

Mr. A. THOMSON: I support the remarks of the member for Roebourne. I am looking forward to Western Australia deriving considerable trade benefit from the Empire Exhibition. If this State is to receive value for the money expended in sending exhibits Home, we must have attendants possessing a good knowledge of Western Australia and its products. I do not altogether agree with the hon. member regarding Australia House. When I was in London the officials at Australia House told me they were willing to show our exhibits provided we sent them along. We have been to blame. We are sending a lot of exhibits, and I should like to know what is to be done with them after the exhibition is over. I understand from an interjection made by the Minister for Mines that it is intended to send them to Savoy House. This is a very commendable proposition, but the Government should remember that we have a greater area than London from which to draw migrants and people that may be disposed to invest their money outside the Homeland.

Hon. W. C. Angwin: A lot of the exhibits belong to private people.

Mr. A. THOMSON: When the London Agency Estimates were being discussed, I said it was farcical to provide a vote of only £52 to exhibit the products of Western Australia at Savoy House. The Minister replied that it was intended to use the exhibits sent to the Empire Exhibition. We should follow the example of Canada. After these exhibits have been displayed at Savoy House they should be sent to other large cities throughout the British Isles. This would be instructive to the people there and beneficial to the State, because it should result in increased capital being brought here.

Mr. CUNNINGHAM: Much has been said regarding the Western Australian exhibits. It is deadly sickening to hear the piffling stuff talked about our mining resources. The best exhibit we could put up on behalf of Western Australia would be the stillborn Miners Phthisis Bill passed last session. What is the use of displaying exhibits indicative of the State's resources when we are continuing to carry on a slaughterhouse for our workers? Member after member has referred to our wonderful mining industry, but a good exhibit to forward to London would be Dr. Mitchell, of the Wooroloo Sanatorium, and one or two of his patients.

The Colonial Secretary: The State does not neglect its duties in the care of those sick people.

Mr. CUNNINGHAM: It does. It has condoned industrial slaughter amongst the miners.

The Colonial Secretary: As regards Dr. Mitchell's department we have done well.

Mr. CUNNINGHAM: Dr. Mitchell has done his best, but the miners who should have received protection at the hands of Ministers have been neglected.

The Colonial Secretary: The Wooroloo Sanatorium is a model institution.

The Minister for Mines: Leave him to me!

The CHAIRMAN: That has nothing to do with this vote.

Mr. CUNNINGHAM: We are arranging to send certain exhibits to the Old Country, and I am merely bringing under notice of members the results of one of our industries. It would be well to tell the Home people that may be desirous of investing in our industries something of the conditions under which they are carried on. We are permitting industrial slaughter to continue in our mining industry, and is not that an item that should be made known throughout the length and breadth of the Empire? I say it is. The Miners Phthisis Act passed last session should be in operation to-day.

The CHAIRMAN: That has nothing to do with the vote.

Mr. CUNNINGHAM: One of the best exhibits we could bring before overseas investors would be the doctor of the Wooroloo Sanatorium and one or two of the patients, who had come to him because of their operations in our mining industry. Is it any advantage to the State or to humanity to carry on metaliferous mining that is likely to bring about the results we see in the patients at the Sanatorium? It is time we took stock of our investment of human life in mining.

Mr. Teesdale: You do not look so bad.

Mr. CUNNINGHAM: What possible advantage can the State be gaining from the sacrifice of the lives of the men engaged in the mining industry?

The Minister for Mines: Do you want to close down the mines?

Mr. CUNNINGHAM: Rather than that the present position should be allowed to continue, I would be prepared to close down the mines.

The CHAIRMAN: This discussion is embracing a subject which could more properly be discussed under the Mines Vote. It is my desire to give every member the fullest latitude in bringing forward grievances, and discussing matters that are beneficial to the country, but I must protest against their action in bringing forward at this time questions of hospitals and mining diseases. These matters should be discussed under their proper votes.

Mr. CUNNINGHAM: It is intended to exhibit specimens showing the different grades of ore from this State. There may be copper ores from Whim Creek, samples of asbestos and gypsum, and specimens of our hard metalliferous quartz deposits. While we are showing specimens from our silica lodes would it not be wise also to show the treatises

dealing with the results to the men who have mined these deposits? We ought to show the results upon the health of those who have spent years in this work.

The Minister for Works: We all appreciate the fact that the men in the industry have done their bit.

Mr. CUNNINGHAM: The Minister knows nothing about it. Because he has put down a few bores in the metropolitan area, through a lot of sand, he thinks he can interject on this question. The Minister for Mines does know all about it. He knows that specimens will be exhibited with a view to inducing people from overseas to invest in mining propositions in this State. On the other hand, we know that our people have had to work and perhaps to die in producing the mineral wealth of Western Australia.

Hon. W. C. Angwin: Is not that done in all mines?

Mr. CUNNINGHAM: The hon. member knows nothing about the position.

Hon. W. C. Angwin: I have seen more mines than you have.

Mr. CUNNINGHAM: He has not seen the mines I have seen. He does not know anything about them.

Hon. W. C. Angwin: I know you are talking a lot of tommy-rot.

Mr. CUNNINGHAM: I am not. We have created slaughter-houses for the workers. I defy the hon. member to refute that statement. I refer to the Wooroloo Sanatorium.

Mr. Mann: Bring up the matter under the Colonial Secretary's Vote.

Mr. CUNNINGHAM: I have no intention of taking the hon. member's advice.

The CHAIRMAN: If the hon. member addresses the Chair, he will get on much better.

Mr. CUNNINGHAM: I am getting on all right. The member for North-East Fremantle does not know, neither does he understand the subject.

Hon. W. C. Angwin: I know what this Vote is meant for.

Mr. CUNNINGHAM: I know what I am after, and I do not thank the hon. member for his interjections. I am speaking of the welfare of the men working in the mining industry.

The Minister for Works: That has nothing to do with this Vote.

Mr. CUNNINGHAM: It has. We are asking people to invest their money in our industries. We should also let them know the conditions under which our people have to work in these industries.

Mr. Mann: Do you not want them to invest money here?

Mr. CUNNINGHAM: Yes. But I want the Government, of which the member for Perth is so slavish a follower, to do their duty by humanity.

The CHAIRMAN: I must ask the hon. member to confine his attention to this Vote, and obey the Chair.

Mr. CUNNINGHAM: I am being drawn off the track by interjections.

Mr. Mann: You are off the track all the time.

Mr. CUNNINGHAM: I cannot be blamed for replying to the interjections. It is all very well for the member for Leederville, with his snivelly interjections—

Capt. Carter: I have not spoken to you.

Mr. CUNNINGHAM: Other members have a more mannerly way of interjecting than he has. If we are going to work on metalliferous mines, and show exhibits to induce people to invest their money here, we should pass legislation that will safeguard the health and lives of those working in the industry.

The MINISTER FOR MINES: The member for Kalgoorlie has broken out in a new place. I am not going to charge him with talking piffle, as some of his colleagues have suggested. The hon. member has said things which could have been said in another way.

Mr. Cunningham: And not too soon.

The MINISTER FOR MINES: What he has said could be said in all sincerity. I agree that something must be done for the men employed in our metalliferous mines. I see no connection between making a display of our metals at the exhibition in the heart of the Empire, and the question of safeguarding the health of men who may be employed in securing our mineral wealth. This Vote is for a sum of £6,970. Last year we spent £2,258, and we shall probably spend another £6,000 next year. This makes a total of about £15,000 in connection with the exhibition. For the last two years the total amount involved has been £11,878. I resent the statement that members opposite as well as members on this side are regardless of the interests of the men employed in our mines.

Mr. Cunningham: What have you done?

The MINISTER FOR MINES: This is not the time to answer that question. I agree with the member for Coolgardie, and the Leader of the Opposition that we should not miss the opportunity of making a thorough display and in seeing that such display is effective. It cannot be effective if the exhibits of minerals are shown in such a way that a considerable amount of technical knowledge, or technical information, is required before visitors can understand what they are. Most of our minerals have to be treated before they become marketable. We could display evidence of very rich gold ore, but not one person in ten thousand who visited the exhibition would know that it was gold ore unless so marked or explained. There might be no appearance of gold in the specimen. We have in many of our clays and other deposits very valuable commodities from the point of view of establishing secondary industries. It is not merely a question of displaying such gold, tin, lead, or copper as we can produce, but a question of displaying our mineral resources, on which our secondary industries must be based, in such a way that they will do most good. We have not in the past taken the opportunity, as we should have done, of displaying to the best of advantage our mineral wealth. We should avail ourselves to the full of the opportunity that will presently be afforded to us. It is not a

question merely of displaying our mineral resources, but of taking stock, as it were, of our lives and existence, and, in conjunction with the other States, taking stock of the very existence of the whole of Australia. The member for Roebourne asked if it was proposed that our minerals and other exhibits should be bundled in with those from the rest of Australia, and so lose their identity. This will not be so. It is proposed, as far as practicable, to provide all the necessary information with regard to the locality, and the possibility of our various mineral resources.

It is intended to display together commodities of a similar kind from different parts of Australia. In the past there have been the Western Australian court, the New South Wales court, the Victorian court, and so on. Each has contained a separate display of minerals and different types of farming produce and pastoral products, all bundled together in a given place. Unless a person visited the court of every State he would miss something which would probably have interested him more than the exhibits he saw in another court. It is now proposed to display all our minerals in one place. Every exhibit will be properly marked, and the fullest information will be given to enable visitors to locate the point from which the samples have come. Another point is that a spot map will be provided—a magnificent exhibit in itself. That spot map will display by regular changes which will be electrically controlled, everything that is produced in Australia. Flashes on the spot map will show the precise origin of each exhibit. Thus the possibilities of Australia as a whole, and of each individual State, will be better displayed than ever previously.

Hon. W. C. Angwin: I do not think that would be as effective as a separate court, though.

The MINISTER FOR MINES: We may differ on that point. In my opinion, Western Australia will lose nothing from comparison with the other States. As to the Opposition Leader's suggestion that a display should be made locally of the exhibits, it would not be possible to make a complete exhibition of them here.

Hon. P. Collier: I only suggested wherever possible.

The MINISTER FOR MINES: As regards forestry, we shall make a display here of the most interesting exhibits. We could not display all the forestry exhibits here. Many of them would have to be put up in such a form that they could not be made available to the public here before they were sent away. We may display them here on their return, but it is not expected that they will all come back. As regards minerals, we will display them in the small exhibition hall as soon as the current exhibition closes, which will be in about a fortnight. In connection with the forthcoming exhibition there is one fund known as the common trust fund, which is contributed to by the Commonwealth and by the States on a population basis. That

fund totals about £300,000, and Western Australia's contribution to it would be about £5,000 or £6,000. We are entitled to space in the exhibition for all of our products on the basis of the value of our production. The common trust fund provides for the display of all the exhibits in London, for the placing of those exhibits and for transport to and from London. The cost of obtaining exhibits falls on the individual States. The amount allocated here is to enable the State executive committee to collect the exhibits and put them on board ship. For that purpose the amount provided is not very lavish.

Mr. Lutey: Have any of the firms who are interested in the exhibits agents in London?

The MINISTER FOR MINES: Yes, those who are sending private exhibits. But this exhibition will not be so much an advertising medium as some exhibitions have been.

Mr. Lutey: It would advertise the State if agents were on the spot.

The MINISTER FOR MINES: We are not lavishing our money in obtaining exhibits, but I do not believe the other States will beat Western Australia in London, though they may excel us in point of literature available for distribution to visitors. We could not equal them in that respect unless we spent a much larger amount than at present proposed. The amount is small in comparison with the task, which we shall be able to perform thanks only to the fact that numerous persons are co-operating with the Government.

Mr. HARRISON: From the Minister's remarks it appears that the various States are contributing amounts to a certain fund. It is essential that Western Australia, which has so much at stake with regard to its mineral wealth, its timber wealth, and its other resources, should be represented by a real live man, or two or three men, at that exhibition. From my knowledge of exhibitions I can say that if a large amount of business is to be created, one must have a man in charge who is able to give detailed information as to cost of production, means of transport, and so forth. Every energetic business man sends out a good representative to push his manufactures, and in connection with the exhibition this Chamber must look after the interests of Western Australia. We should have a live man on the spot to make it plain that Western Australia excels in gold production, for instance. He should have a thorough knowledge of mining conditions here. Hon. members will agree that we want to get the best possible value for the money we are spending. Let me point out what occurred recently in England with regard to inducing persons to come out to Western Australia. The Royal Agricultural Society of England had a show at Newcastle. Canada was wonderfully well represented at that show by several men, and also by the distribution of agricultural literature. Yet a gentleman from Western Australia could not find at that show a single exhibit, or even a pamphlet, from Western

Australia. Canada was adequately attracting the young farmer who finds himself squeezed out in England. In the following week there appeared in the Press of the Old Country an advertisement stating that someone would be in attendance at Henley regatta with literature from Western Australia. Surely, for migration purposes there is no comparison between men who attend an agricultural show and men who attend a regatta.

Mr. UNDERWOOD: In my opinion the money we are going to spend on this exhibition will have no effect whatever, but will be simply wasted. We hear talk about literature. The advertising rubbish that has been put out is utterly misdescribed as "literature." The member for Kanowna would not admit that stuff to be literature. When a big drapery sale is advertised—

Hon. P. Collier: That is literature!

Mr. UNDERWOOD: That is the stuff hon. members want distributed, and we are going to spend money to distribute that sort of thing. It is the kind of "literature" that people distribute when they are trying to sell things not worth nearly what is asked for them. But we in Western Australia have no goods of that description to sell. We have for sale wheat, wool, meat, timber, and gold.

Mr. Pickering: And fruit.

The Colonial Secretary: And pearl shell.

Mr. UNDERWOOD: Do we need any advertisement in order to sell our gold? The member for Avon said we ought to have a great mineral exhibit in London, with a good man in charge of it, in order to sell our gold. Similarly, it has been argued that we should advertise at exhibitions in order to sell our pearl shell. We have three-quarters of the production of pearl shell in the world. We do not want any "literature" to sell our pearl shell. We can sell it without any "literature" if people want to buy it.

The Colonial Secretary: But literature will instruct those people.

The Minister for Mines: You want capital to produce the gold before you can sell it.

Mr. UNDERWOOD: What is the Minister putting up to us? What is this literature? Is it to induce someone to back our miners?

The Colonial Secretary: To encourage investment.

Mr. UNDERWOOD: What we have to sell in Western Australia will sell itself. "Good wine needs no bush." We do not require men with the gift of gassing, to tell the people what we have here.

Hon. P. Collier: You mean "spruikers."

Mr. UNDERWOOD: We don't want "spruikers" to tell people that we have 10,000 feet of thrills!

The Colonial Secretary: You know more about this subject than we gave you credit for.

Mr. UNDERWOOD: The dissemination of this "literature" that has been talked about, will not induce people to come here. I came to Western Australia at a time when the

papers in the Eastern States were decrying Western Australia.

Mrs. Cowan: We had our papers!

Mr. UNDERWOOD: You had no literature; you had the reverse. Western Australia was on the reverse gear. Nothing that can be written or printed will make people come out. Only the merit of the country itself can do that.

Hon. P. Collier: If you came to the State without the aid of literature, it is proof that we do need literature.

Mr. UNDERWOOD: I cannot exactly follow that interjection.

Hon. P. Collier: It was rather subtle.

Mr. Teesdale: It was not wrapped up too much!

Mr. UNDERWOOD: It involves a bit of a problem. My coming here would not add to the lack of literature. On the other hand, I am a good citizen, with or without literature.

Hon. P. Collier: Even though you say it yourself.

Mr. UNDERWOOD: In any case this is waste money.

Vote put and passed.

This concluded the Estimates for the Colonial Treasurer's Department.

Department of Public Works (Hon. W. J. George, Minister).

Vote—Public Works and Buildings, £81,557:

The MINISTER FOR WORKS (Hon. W. J. George—Murray-Wellington) [8.50]: I regret that the annual report of the Public Works Department is not on the Table of the House. Various causes have delayed its production. If the report had been before members, it would probably have saved a considerable amount of questioning and explanation. Hon. members will see that the vote this year is £81,557, which is £5,499 more than was expended last year. If hon. members will turn to page 55 of the Estimates, they will find an explanatory note, showing amounts expended by the Public Works Department during the year 1922-23. The total amount spent during that period was £1,066,340. I mention that point at the present juncture because otherwise hon. members might have an idea that the amount spent by the department was less than £100,000. The record shows that the money spent by the Public Works Department during the year included £675,674 on account of loan and loan suspense, £76,058 from revenue and £91,356 from the sale of Government property trust funds, making a total of £843,088. On account of the Goldfields water supply and other water supply and drainage operations, additional money was spent, bringing the total to £1,066,340. It must be realised that that expenditure was spread throughout the State, the activities of the department being wideflung. Revenue collected last year in the exercise of ordinary departmental activities amounted

to £23,179, from the goldfields water supply £182,109, and from other water supplies etc., £29,588, or a total of £239,877. Apart from these items, we have done a considerable amount of work for the Commonwealth Government during the past year, representing £102,128, while work for other departments represented £7,026. Money received as commission for services rendered to the Commonwealth amounted to £7,954, and that is a set-off against the expenditure shown on the Estimates. Yesterday hon. members had an opportunity of seeing some of the work that has been carried out by the Public Works Department for the Commonwealth. I refer to the new General Post Office, a building Australia can well be proud of and Western Australia has reason to be very proud of it. Western Australian products have been used almost entirely throughout the building. Our timber has shown up well. It has been treated in a simple style, but in a way that shows it up. The way the jarrah has been treated emphasises the quality of the timber. Although other bricks have been used, those put into the building have been principally State bricks, while the stone has been procured locally as well. The work done by the Electrical Department under Mr. A. Williamson of the Public Works Department is unique amongst installations in Australia. It was put in quietly and unostentatiously, economically and well. There has been no failure in connection with the work put into it and no one affected in the building need have the slightest cause for nervousness or anxiety. I take this opportunity to refer to Mr. Williamson and to the Chief Architect of the Public Works Department, Mr. Hardwick. In my opinion it would have been rather a graceful act had those Commonwealth Ministers who were present yesterday referred in some way to the work done by Western Australian officers with Western Australian materials. Rightly so, the work of the Commonwealth Chief Architect, Mr. Murdoch, who is a fine man and who has always been mindful of the work our State officials have done, was commended, but it would have been only a decent thing had reference been made to the State officers. Some comment might have been made on the interest displayed by, and the untiring efforts of, the Public Works Department officers through a period of great difficulty. The building, which is second to none in Australia and which will compare, not only in design but with regard to construction, with many of the famous buildings in the older countries of Europe, is indeed a splendid one. Regarding the operations of the Public Works Department, progress has been made in connection with the Busselton-Margaret River railway. It has been difficult to progress as quickly as one would wish with that work, because we have been hindered by weather conditions. The heavy rainfall impeded traffic and the road traffic to the group settlements in that district has added to the difficulties of

conveying our materials to the places where they were to be used. We are endeavouring as far as possible to provide the railway conveniences in spots most likely to be convenient to the settlers. The construction of the Nyabing-Pingrup railway, which has been delayed for some time, is pretty well completed. It is only a question of a few days when the line will be handed over to the working railways. The continuation of the line to connect Narembeen with Merredin is being proceeded with. Our main trouble has been in procuring rails. Tenders are being called and work in connection with the line will be pushed on. The Esperance railway has been in traffic for some time now. Whether it will be carried northwards to Norseman or not, I cannot say. I have not deviated from the opinion I expressed in years past, that in the interests of economy and construction and of all concerned, the line should have been started from Norseman and worked southward. However, there were circumstances which the Government of the day had to take into consideration. There was the question of cash.

Hon. W. C. Angwin: No, that was not it. It was the opposition.

The MINISTER FOR WORKS: I will come to that. The line should have been started from Norseman, but circumstances would not permit of it. There was opposition to the railway, and I shared in it. So, too, did my then chief, the late Hon. Frank Wilson, and the present Premier, not because there was any desire to ignore the claims of the people, but for valid reasons based on common sense. We may have been mistaken; if the statements now made about the Esperance country are correct there is no doubt we were mistaken. I do not wish to say we were misled—we may have misinterpreted what was told to us—but I object to the member for Kanoona (Hon. T. Walker) making statements that would lead people to believe we were unmindful of our duties and were swayed by private interest.

Hon. P. Collier: Plead guilty, and throw yourself on the mercy of the court.

The MINISTER FOR WORKS: I do not intend to follow that any further. Unless we were prepared as men to give our decision and stand by it, we ought not to have been members of the House. That is what the late Hon. Frank Wilson, the present Premier, and I, had in mind at the time. During the year certain dredging has been successfully carried out at Albany. We were able to obtain on loan from the Commonwealth Government an iron dredge, which did fine work and for which we paid a fine price. I do not say the dredge was not worth it, but I felt then, and I feel now, that in dredging out the Albany harbour we were doing for the Commonwealth just as much work as we were doing for the State. It was a work of a national character, and so the whole of the expense should not be allowed to fall on the State.

Mr. Money: It is a pity the dredge was not used at Bunbury too.

The MINISTER FOR WORKS: Perhaps it is. A great deal of work has been done in road making and repairing, and a large amount of money expended on group settlements. Just now we are dealing with the allocation of the Commonwealth grant to be devoted to the making of main roads. Virtually every member of the House has written to me about it.

Hon. P. Collier: Did not somebody write to you about that Rockingham road?

The MINISTER FOR WORKS: When Queen Mary lost Calais, it was said that at her death the word "Calais" would be found printed in letters of fire upon her heart. For me it may be said that I have roads all over me. The Commonwealth Government, in a spasm of generosity, decided to assist Western Australia with road making to the extent of £100,000, provided the State added pound for pound. Undoubtedly this assistance will result in great benefit to the State. While the extension of our railway policy may be debatable, there can be no question that our roads must be put in order if our settlers are not to fritter away a lot of their energy in carting produce to the railway. If, by judicious expenditure, we can enable the farmer to cart two loads a day where he carted but one before, we shall be adding, not only to his material wealth, but to the aggregate wealth of the State. Hon. members and their constituents are anxious to know when we propose to allocate this money. The map which it is intended to send to the Commonwealth Government for their consideration and approval, together with the last draft of the programme to accompany that map, will be finished tomorrow. When it is finished I will send it to the Premier. In the meantime I ask hon. members, if in their lives they have ever prayed, to pray hard for the success of that scheme. Beyond the matters alluded to, not a great deal has been done during the year, for the reason that there has not been much money available, and moreover, there has been a marked scarcity of competent bridge-builders. The construction of the large jetty at Beadon Point is well on its way. It had been intended to construct the jetty principally of jarrah, but we have been able to make satisfactory arrangements for the use of concrete.

Mr. Mann: With Western Australian cement?

The MINISTER FOR WORKS: Yes, and Western Australian stone, and Western Australian brains for the design, and Western Australian blood and muscle for the work. For the Education Department we have built just as many schools as available funds would permit.

Mr. Harrison: Does that come under this Vote?

The MINISTER FOR WORKS: Yes, and he also do the repairs, together with work for hospitals and general repairs. The general administration of the Traffic Act is in

the hands of the Public Works Department, while the administration in the metropolitan area is efficiently carried out by the police.

Mr. Marshall: Inspector O'Halloran did not carry it out too well the other night, when he was knocked down.

The MINISTER FOR WORKS: The allocation of the traffic fees has been going on for the past three years. The last dividend I was able to pay a few weeks ago brought the total disbursement to nearly £60,000. The money is allocated amongst the local authorities, and by them expended on roads agreed upon as part of the scheme to give the metropolitan area a good system.

Mr. Mann: Does that include the Causeway?

The MINISTER FOR WORKS: Although our fees are fairly heavy, the motorists and others cheerfully pay them, recognising that the money is used to repair the damage they cause. It is part of the duty of the Public Works Department to see that the local authorities carry this out. We have had very little trouble indeed with them. The member for Perth interjected something about the Causeway.

Mr. Mann: Have you seen it lately?

Mrs. Cowan: It is awful!

The MINISTER FOR WORKS: The hon. member ought to know something about it. Like a good many other of my friends, he delights in having a tilt at me now and then. What is the matter with the Causeway?

Mr. Pickering: You might well ask!

Mr. Hughes: Go and have a walk on it!

Mr. Mann: You will be indicted for manslaughter if you don't do something with it pretty soon.

The MINISTER FOR WORKS: But for the Causeway, the hon. member would have nothing whatever to grumble about. What is the matter with the Causeway? If we had the money for its replacement, the Causeway would be entirely removed, and a new and proper structure put in its place. But we have not the necessary money. Plans have been prepared and put before Cabinet, but the cost represents a sum of no less than £136,000. What, then, can be done? We can only undertake to carry out such repairs as the Treasurer can provide for. He has provided us with some cash. We first started to put the tramline in order, and the other part of the work for which we have the money is going on. That has been held up, not because we do not want to do the work and not to give the hon. member an opportunity to pour out the vials of his wrath, but because we could not get in this country, that has more timber mills probably than any other part of Australia, the necessary timber to carry on the work. We could not get jarrah from anybody, not even from our State mills, because we, as a commercial concern, had entered into obligations that had to be honourably carried out. Instead of putting in jarrah, we had to decide to put in rowellised karri. The timber is now arriving daily, and the work is in hand and will be proceeded with provided a halt is called to the infernal

epidemic of stop-work. Members are aware—it is no good blinding our eyes to the fact—that there has been trouble and probably will be more trouble over the work of the Government consequent upon the recent award, and I should not be surprised to see the work on the Causeway stopped, just as it has been stopped on the big water scheme we are trying to get ready for the coming summer. The whole of the work on the reservoir has been stopped.

Mr. Hughes: Why?

The MINISTER FOR WORKS: Because you have flouted the Arbitration Court. It has been stopped because the men, according to their views rightly, but according to mine wrongly—

Mr. Hughes: Because you packed the court with political appointees.

The MINISTER FOR WORKS: That is a very wrong statement to make.

Mr. Hughes: It is a right statement, and you know it.

The MINISTER FOR WORKS: The hon. member has the audacity to say we packed the court?

Mr. Hughes: You put a political supporter in the court to give decisions against Labour, and he has done it every time.

The MINISTER FOR WORKS: The hon. member should be ashamed to say it.

Mr. Hughes: I am not.

The MINISTER FOR WORKS: Perhaps not; there is nothing the hon. member would be ashamed to say. I have told members the exact position regarding the Causeway, and I repeat, that unless the stop-work tactics are further extended, this work will be proceeded with. If those tactics are extended, it will not go on. It does not matter how many members of Parliament ask questions or make interjections, unless the men will work the work cannot be done.

Hon. P. Collier: You cannot explain the Causeway merely by reason of this dispute.

The MINISTER FOR WORKS: I am not attempting to. I am simply pointing out that if the stop-work tactics are extended to the Causeway, the work which can be done will not be done. If members desire any further information regarding the items on the Estimates, I shall endeavour to supply it.

Mr. PICKERING (Sussex) [9.19]: I congratulate the Minister for Works upon having made an exception to the general rule in the presentation of this year's Estimates. We can always rely upon him to enunciate his policy and give a declaration of what he proposes to do during the year. I am glad some consideration is being given to the question of roads. In this I shall have the support of the member for Bunbury (Mr. Money) because he is an enthusiast in the matter of roads. The development of the South-West portion of the State cannot be proceeded with unless it goes hand in hand with a policy of road construction. Had the road construction for group settlements been entrusted in its entirety to the Minister for Works, much greater progress would have been made. He

at least would have appreciated the fact that there is a proper season at which to undertake road construction. During that period of the year when road construction should have been undertaken, nothing was done; not even was the necessary metal for road repairs provided. This year the whole of the South-West is pretty well thrown out of action. While South-Western members welcome the settlement policy, they recollect that there are old settlers in the district that have borne the heat and burden of the day, improved the country, and enabled us to undertake new settlement there, and these old settlers have been put out of action through inability to get access to the markets. The position is indeed serious. I know of at least two instances of deaths on groups owing, in a measure, to the impossibility of getting the patients to a doctor or a doctor to the patients. The roads have been absolutely impassable. Group No. 52 is close to my farm, and it takes nearly a day to get out to it, a distance of about 14 miles. I have occasion to go to my home perhaps once or twice a month, and it takes me about four hours to do 14 miles. Half the distance I do by car, and the balance in a spring cart.

Mr. Marshall: Why not get a camel?

Mr. PICKERING: I want something more lively than a camel. The absence of good roads has increased enormously the cost of supplying the groups with necessary commodities, and this increase has to be borne by the group settlers.

Hon. P. Collier: The high charges are a source of great complaint. I get letters from down there every week complaining of the high price of commodities.

Mr. PICKERING: The member for South Fremantle (Mr. McCallum) did me the courtesy of passing over a letter from one of my constituents, and it contained a similar complaint. The writer pointed out that owing to the heavy cost of delivering groceries and other necessities he, having a large family, found it almost impossible to live on the sustenance allowance.

The Minister for Works: You are not referring to roads that come under the Public Works Department?

Mr. PICKERING: I am referring to the roads that serve the group settlements. Had those roads been entrusted to the Minister for Works, he would have seen that they were put in proper condition.

Mr. Davies: I agree with you.

Mr. PICKERING: The Minister for Works has done all that lay in his power to make provision for proper roads where required.

Hon. P. Collier: Cannot we move to have these roads transferred to the Works Department?

Mr. PICKERING: If that is possible, I shall be glad to support it.

Hon. W. C. Angwin: The Minister for Works could not do it unless he had the money.

Hon. P. Collier: Give the roads to the man that will do the job.

Mr. PICKERING: A good deal of money that in my opinion has been wasted could have been saved. Metal has been tipped into holes, and has been absolutely wasted. If it had been used at the proper season of the year, it would have made good roads. Another important factor in the development of the South-West is drainage. It is useless to carry out drainage in a haphazard fashion. The Stirling estate scheme demands the immediate and earnest attention of the Government.

Hon. P. Collier: When I was in office the settlers would not pay us any money on it.

Mr. PICKERING: The ratepayers of the board fulfilled their obligations until the board was sued by the ratepayers for damage to their property owing to the inefficiency of the scheme.

The Minister for Works: Are you quite right there?

Mr. PICKERING: I shall try to prove it. I know the Minister approved of certain works that he realised were necessary to make the scheme effective, but the Minister, as the member for North-East Fremantle indicated a few minutes ago, could not do it without money. There is an agreement with the settlers in the Stirling area, who paid a high price for the land, that their holdings would be drained, and after perusing the file I am of opinion there is an obligation on the Government to properly drain that country. Had any private landholder sold land under the conditions that the Government sold that land, he would have been obliged to put in an effective drainage scheme. It is time the Government provided the drainage scheme they agreed to instal under the contract of sale. I hope the Minister will give this matter earnest consideration. It was brought under his notice in the presence of the Premier at the latest South-Western conference, and the Premier said justice should be done. Since then nothing has been done; I do not know whether that is justice. If there is an agreement—and I say there is—to effectively drain that area for the people who purchased it, the agreement should be honoured by the Government.

The Minister for Works: Was not the scheme working well until the additional water came down from the back country?

[Mr. Munsie took the Chair.]

Mr. PICKERING: The scheme was working fairly satisfactorily, but in consequence of the opening up of new country at Boyanup by repatriation settlement and the draining of that area into the Stirling area, the increase of flood water has done much damage to the Stirling country. Some provision should be made to remedy it. I impress upon the Minister the urgent necessity for providing adequate sidings on the Margaret River railway. I congratulate him

upon the progress now being made with that line, which, I hope, will be completed before the summer. But I do want him to take care that sidings are put in at the proper places where they will serve the greatest number of people. I have had much experience in my electorate of requests for the removal of sidings to other sites, and it has been most difficult to get the Railway Department to do anything. This trouble could be obviated if the Minister exercised the necessary care in the selection of sites for sidings during the initial stages of railway construction. I hope the Margaret River-Flinders Bay railway will be put into proper order. That railway was built by Millars Timber & Trading Co. as a timber line, and the Minister knows a timber line is not built to suit general railway purposes. The curves, the grades, and the condition of the line—it has been lying idle for many years—make it a dangerous proposition for the Railway Department to operate. I hope the necessary steps will be taken at the earliest possible moment to make the railway effective. There are settlers who have been in that district since the early days, and who have been without a railway for many years. They, and the many group settlers in the district, are entitled to a railway. The alterations and repairs should be made coincident with the construction of the Busselton-Margaret River railway. Certain road boards in my district have suggested that the Works Department should assist them by way of a loan on a pound for pound basis. The Minister has referred to the sum of £96,000 being allocated by the Federal Government on a pound for pound basis. We all welcome the allocation of that sum to this State. He has received a communication from every member of the Assembly with the exception of himself. As one member remarked, it was quite unnecessary for him to communicate with himself as he had to give the decision as to whether the money could be spent. It is noticeable that the roads in the Murray-Wellington electorate are very fine roads. The Harvey Road Board possesses some of the best roads in the State.

The Colonial Secretary: Some of the worst.

Mr. PICKERING: I hope the Minister will consider a proposition from the road boards on the basis of that of the Commonwealth Government. If a road board is prepared to put up £1, will he consider the advisability of assisting them to the extent of pound for pound?

The Minister for Works: Do you mean lending them the money, for that would suit me? At present I have to give it to them.

Mr. PICKERING: If a road board is prepared to put up £1, I think the Minister should be willing to supplement that by a gift of another £1.

Hon. W. C. Angwin: You mean that he should lend them the £1 to put up and supplement that with another £1.

Mr. PICKERING: As much money as possible is needed for the improvement of our main

roads. It is necessary that legislation should be introduced, for it is impossible for local boards to stand the cost of main road construction. I hope a Bill on the lines of the Country Roads Act of Victoria will be introduced at an early date to meet this position. I have one or two small complaints to make with regard to the control of the Works Department. The Minister paid a great compliment to Mr. Williamson for the work he has done in connection with the new post office. The Busselton Municipal Council, having every confidence in the Minister, approached the department with regard to the installation of an electric light and water scheme. The department furnished an estimate that the work would not cost above a certain amount. I regret that the estimate has been exceeded. I hope the Minister will not make that a charge against the municipal council, who had such confidence in him and in the departmental estimate.

The Minister for Works: They asked for more work to be done than was first suggested, and we did it.

Mr. PICKERING: That was not the story put up to me.

Hon. P. Collier: Do you think the general ratepayers should pay for the installation of electric light at Busselton?

Mr. PICKERING: If I had contracted to do a certain work for a certain sum I would be expected to fulfil my contract.

Mr. Corboy: The contractor in this case is the State.

Mr. PICKERING: If the State enters into a contract to do certain work for a certain sum, surely it is bound in honour to carry out that work just as a private individual would have to do.

Mr. Corboy: So you do hold that the general taxpayer should pay?

Mr. PICKERING: Yes, in this case. The municipality cannot involve itself in an expenditure beyond its finances. It gets a vote from the ratepayers for a certain sum, and is assured by the department that the work will not cost more than the amount stated.

Hon. P. Collier: You should have adhered to the old candle age.

Mr. PICKERING: Busselton is a most progressive town. It has installed an electric light system that is more advanced than is found in many other towns.

Hon. P. Collier: Pay up and smile.

Mr. PICKERING: The Minister is aware of the disagreement between himself and the Busselton Council.

Hon. P. Collier: They are pretty prosperous there as a result of the group settlements.

The Colonial Secretary: They always want something.

Mr. PICKERING: The council asked the department what the work would cost. The department gave an outside price, and should be prepared to pay the difference.

Hon. P. Collier: How much was the excess?

Mr. PICKERING: About £400 or £500.

Hon. P. Collier: That is nothing.

The Minister for Works: It is all work outside the contract, and work that they asked should be done.

Mr. PICKERING: I have made very little complaint, and endeavoured only to impress upon the Minister the necessity for proceeding with urgent works. Additions to the hospital are required at once. These have been approved and I hope the Minister will put the work in hand at once. During this month there were 35 maternity cases mainly in connection with the group settlements. There are only four beds in the maternity hospital in Busselton for the accommodation of these cases.

The Colonial Secretary: There are six beds.

Mr. PICKERING: There are four.

Mr. Mann: You have a maternity hospital.

Mr. PICKERING: That is closed. The new one that has been opened contains only four beds. This State requires population. It is encouraging women to come here and should realise its responsibilities. The most remarkable factor in connection with settlement in this State is the manner in which women are settling down to their new lives in their rough huts. Their fortitude is really surprising. The State should do its utmost to meet those obligations that rightly belong to them.

Hon. P. Collier: They will follow the men anywhere and stick to them.

Mr. PICKERING: That is all the more creditable to them. The places to which some men take them necessitates a lot of courage on their part.

Mr. Corboy: In the Sussex electorate?

Mr. PICKERING: That is not the only place. Those who go to the Sussex electorate and are prepared to work will surely meet with success. We should do our utmost to enable them to achieve success in surroundings as happy and comfortable as they can be made for them. I know it is the desire of every member that everything possible should be done for the comfort, safety, and welfare of the women who are engaged in this noble work.

Mr. MONEY (Bunbury) [9.37]: It is very pleasing to know that the advocacy of good roads, which I have stressed for so many years, is now being endorsed by members generally. I hope in due course this may bear fruit. I should have been more pleased if the Minister had been in the position to inform us that he was prepared to stop other work in favour of carrying out the requisite road construction, repairing, and drainage. The condition of our roads constitutes the greatest obstacle to progress and development in the South-West.

The Colonial Secretary: He is continually stressing that point.

Mr. MONEY: But he gets no further. I should be pleased if some scheme could be devised for putting our roads into such condition that they could be used.

Mr. Davies: The Minister is a South-West member.

Mr. MONEY: I am not speaking against him, but against the system.

Hon. W. C. Angwin: We could do a lot if we had a million or two to spare.

Mr. MONEY: True. This work requires the expenditure of a considerable sum of money, but it would be money well spent. It has been admitted that half a man's power is lost through having to travel over a bad road, necessitating two trips a day instead of one. This represents a loss of 50 per cent. of his labour. Fully 75 per cent. of a man's labour is lost for three months in the year because he does not possess proper and ordinary communication over his roads. No country in the world can afford to put up with such a state of affairs. Apparently the greater the settlement the worse the position will become. It behoves every member of this Chamber to impress upon the Government the importance of this question, and to see whether some means cannot be devised, some board created, whereby, even to the expenditure of loan money, the desired result can be achieved. It would be better to stop all railway construction that may be contemplated, and place the roads in order that are serving the railways already constructed. This would be a far better paying proposition to the State, would mean more production, and be of greater benefit to the people. A third of the expenditure on our country roads is absolutely wasted because they are not drained.

Mr. A. Thomson: Far more damage is done to them by water than by any other means.

Mr. MONEY: If a third of the money that has been spent on them had been expended in draining off the water, they could be used to-day. I have seen scores of miles of roads formed by all kinds of machines, sometimes by hand, and made up of the material through which the road runs, but none of them drained. It would be better to have drained them and left them in their natural solidity, than to have attempted to construct roads under the present system. It can hardly be called an attempt at road construction when all that is done is to form up the loose earth and leave it at that. By doing this the natural solidity of the ground has been spoilt and rendered unfit for use. I have known of a main road to be re-formed. It had previously been made of rotten material and had sunk in the middle. It was then ploughed up and re-formed and a horse that was going along it became bogged and died. The road has again gone flat and is low in the middle. Two years had to pass before it could be used, and I suppose another attempt will be made to re-form it. The trouble arose because the road had not been drained. It is more like a sponge in winter than anything else.

The Minister for Works: Who made the road.

Mr. MONEY: A road board.

The Minister for Works: Of course.

Mr. MONEY: What could a road board do when it has 250 miles of road to construct and maintain, and a revenue of only £600 or £700? The whole position is impossible.

The Minister for Works: Some have less than that.

Mr. MONEY: This is one of the most important subjects we have to deal with. Until some real improvement is effected, I do not propose to let the matter drop. Every member must agree that we are in an awful position, that no real and solid attempt is made to grapple with it. Is there any capable civil engineer in Western Australia who could take charge of this important subject? Are we obliged to put up with a little assistance such as £200 here and £200 there, when many thousands of pounds are required? When that small amount has been spent we are still without roads that are worthy of the designation.

The Minister for Works: It is not a question of engineers but of £ s. d.

Mr. Corboy drew attention to the state of the House.

Bells rung and a quorum formed.

Mr. MONEY: In this matter, which has been recognised as important by every progressive country for years past, are we still to be the wait-awhiles and the sleep-awhiles? America recognised her position in that respect five years ago, and set about expending millions on her road communications. It was pleasant the other day to read an article by Mr. Hughes, the ex-Prime Minister of the Commonwealth, stressing the importance to Australia of good roads. It was flattering to a member of the South-West conference of five years ago to see that Mr. Hughes used such words as these, "There are many people like the Minister for Public Works, saying it is a matter of finance, and we cannot afford it. But we cannot afford not to do it, at no matter what cost." The same thought was expressed at that South-West conference. The Commonwealth are putting up a sum of £96,000 for the purpose of road construction in Western Australia.

The Minister for Works: We have not got the money yet.

Mr. MONEY: I am sorry Western Australia did not immediately represent the inadequacy of that amount to her needs.

The Minister for Works: How do you know that was not done?

Mr. MONEY: I listened attentively to the speech of the Minister for Works, and I did not hear one word of complaint on that score.

The Minister for Works: I had to be careful.

Mr. MONEY: A sum of £250,000 would have been helpful to Western Australia. All the migrants would at present be better occupied in finishing that part of Western Australia which is already settled, than in

creating further unfinished districts which will represent a financial drag on the State. I would like to see a few scores of miles of real roads constructed, roads capable of being used for every kind of traffic at all seasons of the year. A road is not a road if it can be used at only one period of the year. A track through the bush would serve the settlers during the summer; a road is needed in the winter. Some board or some body should be created to deal with the question seriously. Turning now to drainage, I say that without that factor it is useless to expend money on the lands. With regard to draining South-Western lands in particular, I do not know how many hundreds of thousands of pounds of the taxpayers' money has been expended on the drainage of agricultural areas, but I do know that up to the present there has been no complete thought-out scheme. A bit of drainage has been done here and there, equivalent to shooting the water from one man's land on to that of his neighbour. Probably members have read in the Press about the losses sustained by the potato growers at Benger Swamp, losses totalling many thousands of pounds. There has been a drainage scheme on their land, with the result that the water concentrated, and so contributed largely to their losses. If their land had not been flooded, there would have been a similar result to the settlers on the Wellesley River. Excess water is depriving South-Western producers of 50 per cent. of their produce every year. Their crops are starved through having been grown on water-logged land. I shall be told that last winter was a special winter in the South-West. But nearly all the winters in the South-West are special. In 1921 the South-West was flooded during May, June, and July, the same as this year. The loss is one which comes practically every other year. The problem must be grappled with and comprehensively handled. We must calculate the quantity of water to be dealt with, and deal with it at the outfall. In the absence of such a system, the present losses must recur again and again. As we develop and ringbark and cultivate our country, we contribute more water year by year to be dealt with. As we develop our country in the interior, it becomes drained, thus increasing the flow of water. Ringbarking of timber means so much more water in the soil, and springs breaking out everywhere, and streams running in summer.

The Minister for Works: You are quite right, but we have not the necessary funds available.

Mr. MONEY: That interjection makes me wonder where the money is coming from for the proposed Dwarda-Narrogin railway. The people whose claims for a drainage scheme I am advancing are thickly settled and are going in for intense cultivation, whilst a motor car would at present serve the settlers in the district through which the Dwarda-Narrogin line is to be constructed.

The Minister for Works: I do not agree with you.

Mr. MONEY: I have nothing to say against railway construction in the Margaret River district, but I do maintain that it would pay us many times over to make a complete district with proper drainage, a district producing 100 per cent. instead of, as to-day, 50 per cent.

The Minister for Works: I agree with every word of that.

Mr. MONEY: The only objection, then, is the difficulty of carrying out what is necessary. But it can be done if the mind is given to it. I know of my own knowledge where some work is costing 9d. per chain with proper machinery, and exactly the same work in another district, done without machinery, is costing 6s. per chain. In the latter case a shovel is being used; in the former a road-making machine, which, however, cost only £38. If there is a department in charge of roads and bridges and drainage, there should be some plan for bringing about the adoption of the most economical means.

The Minister for Works: I agree with that, too.

Mr. MONEY: Certain road boards carry on their work without any plant or machinery whatever. It is more than high time that this whole subject should come under some capable civil engineer, who would not permit such a state of affairs to continue. While unwilling to bring in the finances of the State too much, I have no hesitation in saying that the condition of affairs which I have described contributes greatly to our financial deficit. Countries we are competing with are acting differently. In view of the annual deficit, we should seek knowledge and endeavour to ascertain the why and the wherefore. Our only hope is to be up to date. As for the group settlers who are going in for intense cultivation and the soldier settlers who are repatriated in the South-West, unless they are given means of communication available at all periods of the year, it is impossible for them to succeed. If that is not to be done, although I am a member representing part of the South-West, I say: Cease developing the South-West! Unless we give them these essentials and give them a chance to succeed, we should cease that development. Take the dairying industry. I know of dairy herds that are out of use, because it is impossible to take the cream and butter fats to the siding. We desire to extend our dairying industry. In order to do that it is necessary to take the cream to the sidings at least three times a week. If we had good roads and effective drainage, I would have no hesitation in being a complete optimist. If we had that, the development of the country would be assured and our financial position would be remedied. We can do it by economic methods which will be payable, instead of being content to follow present-day methods. The Minister has acknowledged the facts I have placed before the House previously, and I hope that when he replies he will tell us that the position is entirely appreciated by the Government, and that some suggestions will be forthcoming whereby the

present unsatisfactory condition of affairs will be altered. I do not desire to detract from the importance of the metropolitan area, but I am astonished at the differentiation between that part and the country districts. I am under the impression that under the Traffic Act fees for all cars are collected in the metropolitan area. I see no provision for the distribution of the fees to deal with the roads over which the cars proceed.

The Minister for Works: Only in the metropolitan area.

Mr. MONEY: Is that fair?

The Minister for Works: You were here when the legislation was passed.

Hon. W. C. ANGWIN: There is £30,000 odd provided on the Estimates.

Mr. MONEY: The receipts from those cars are distributed in the metropolitan area.

The Minister for Works: The licenses are taken out in the metropolitan area.

Mr. Mann: It works out both ways, for the country cars come to the city.

Mr. MONEY: What is the use of the Minister providing £30,000 for the upkeep of 50,000 miles of road. As the Minister recognises, it is utterly impossible to keep the roads in a useable condition by the expenditure of the rates paid to road boards, even with the addition of the £30,000. Admitting that, I hope the Minister will be advised to seek a remedy. America in one year borrowed many millions, for she recognised the necessity for good roads.

Mr. Davies: But America has 110,000,000 people.

Mr. MONEY: I do not ask for the same amount, but surely we can do the same thing in proportion to our population.

The Minister for Works: We are doing more in proportion to our population than America has done.

Mr. Davies: That is true.

Mr. MONEY: But then America is getting perfect roads and we are getting imperfect roads! That is the difference. America recognises the necessity for having proper roads; we do not! Without those facilities, the position is impossible. I have confined my remarks to the necessity for drainage, the absence of which has occasioned the greatest losses from which the South-West has suffered, and the necessity for good roads and means of communication. I trust we shall hear from the Government that they recognise the position and that more money will be spent in those districts already served by railways and settled. We should not approve of any further extensions until that is done.

Hon. W. C. ANGWIN (North-East Fre-mantle) [10.4]: Hon. members must have been delighted at the remarks of the member for Bunbury (Mr. Money)! Everyone agrees with what he says, but common sense has to be exercised as well.

The Minister for Works: Hear, hear!

Hon. W. C. ANGWIN: When an hon. member advocates that we should do what America has done, I do not know how to judge his mentality. Just fancy 350,000 people carry-

ing out a scheme such as that America took in hand with her millions of population.

Mr. Davies: She has 110,000,000.

Hon. W. C. ANGWIN: It is ridiculous for any hon. member to advocate such a thing.

Mr. Mann: And look at the time America has been settled.

Hon. W. C. ANGWIN: Put that aspect aside; the thing is ridiculous. The Estimates show that £47,000 is provided for roads.

Mr. Money: The American expenditure was £30,000,000.

Hon. W. C. ANGWIN: We cannot approach that. Our territory is nearly as large as that of America.

The Minister for Works: Apart from that, we have not the population.

Hon. W. C. ANGWIN: Our population could not stand such an impost. The member for Sussex (Mr. Pickering) and the member for Bunbury (Mr. Money) said we should form a board with power to borrow money to carry out this work. Imagine a State like Western Australia, with its long distances between one settlement and another, appointing a board to construct roads throughout the State and to borrow money for that purpose! We could not pay the interest on the money the work would involve.

Mr. Money: What would you do to remedy the position?

Hon. W. C. ANGWIN: What the Government are doing to-day, and what has been done for years past. I would advance by degrees. It cannot be done in any other way.

Mr. Money: We are going backwards.

Hon. W. C. ANGWIN: The member for Bunbury put up the strongest argument I have heard against the group settlement in the South-West. He said, "Stop all the expenditure of money and the extension of railways. Don't do any more, but complete the roads in the settled districts where railways are constructed at present." What would that mean? It would mean that we would make good roads for those settlers who hold thousands of acres, where 100 acres would be sufficient for any farm. That is the difficulty in that part of the South-West. We are suffering because of large holdings. If the Premier's Closer Settlement Bill had been agreed to, those landholders could have been dealt with, and there would have been a larger population to shoulder the cost of a road-making scheme. The member for Bunbury referred to the group settlements. The Government are building the Margaret River railway to furnish those settlers with transport facilities, and that may possibly mean an alteration regarding the roads leading into Busselton. The member for Sussex (Mr. Pickering) said that he had taken so long to traverse four miles over the roads in the local road board district. Who is responsible for keeping the roads there in a proper condition? The hon. member should know we have Local Government Acts here and that certain responsibilities are imposed upon those in charge of local governing districts. The hon. member com-

plained that the road boards were not carrying out those duties. Who is to blame for that? Surely it is those who elect the members of the road board to the positions they occupy to-day. We have other legislation for the creation of drainage boards. The hon. member did not ask that that legislation should be given effect to.

Mr. Pickering: You realise that it cannot be done.

Hon. W. C. ANGWIN: And the State cannot do it.

Mr. Pickering: At any rate the local governing bodies cannot.

Hon. W. C. ANGWIN: Had the hon. member been present to hear what I said he would not interject. Does the hon. member mean to say that he would close up all the group settlements in the South-West?

Mr. Pickering: No.

Hon. W. C. ANGWIN: Of course he would not.

Mr. Money: I did not say that.

Hon. W. C. ANGWIN: You said it was better to close up.

Mr. Money: I did not.

Hon. W. C. ANGWIN: You said it was possible to have the new immigrants employed in finishing those things, and you said in your concluding remarks that it would be far better to close down entirely in the development of the South-West.

Mr. Money: I did not say that.

Hon. W. C. ANGWIN: Of course you did. Let us use a little common sense. If the State is to be developed, we must have population. We cannot provide for that population unless we open up new areas. Individuals outside Bunbury and in other parts in the South-West should be made to dispose of their large areas by means of a land tax. We cannot provide proper roads until we have the people to pay for the cost.

Mr. Pickering: Our newcomers do not pay rates for some years.

Hon. W. C. ANGWIN: I admit that, and I replied to that point before you came in. I pointed out that in the Busselton area, for instance, the main roads might be altered to lead to the station.

Mr. Pickering: That is right, as feeder roads.

Hon. W. C. ANGWIN: It surprises me to hear the complaints about our roads. We have the same in the metropolitan area. Those who are in charge of our roads are blamed because they are in bad order. Those concerned would receive greater condemnation if they struck a rate to meet the necessary expenses to put the roads in order.

The Minister for Works: That is so. I have been trying to get the road boards to strike a decent rate but they will not do so.

Hon. W. C. ANGWIN: Of course not.

The Minister for Works: If I bring any pressure to bear, the local authorities appeal to members of Parliament.

Hon. W. C. ANGWIN: The member for Bunbury should remember that the municipalities and the metropolitan area do not get

any assistance from the Government. The road boards get subsidies not only under the Loan Act, from the Revenue Estimates and under the Property Trust Account, but they get also a 10s. in the pound subsidy.

Mr. Harrison: Not now.

Hon. W. C. ANGWIN: Well, until quite recently.

The Minister for Works: The biggest subsidy is £300 per annum.

Hon. W. C. ANGWIN: It varies according to the rates struck. So the State as a whole is assisting in the maintenance of roads outside the metropolitan area. Yet the hon. member claims that the £12,000 or £14,000 per annum derived from the taxation of motor cars should be partially expended in country districts.

Mr. Harrison: Because the country districts have to provide roads for the metropolitan motors.

Hon. W. C. ANGWIN: Only the comparatively few who go out on Sundays use the country roads; and it must be remembered that those people, as general taxpayers, are helping to maintain the country roads, in addition to their payments for the upkeep of metropolitan roads. On our present population it is impossible to carry out what is proposed by the member for Bunbury (Mr. Money).

Mr. Pickering: Still, we must give access to those districts.

Hon. W. C. ANGWIN: Yes, to the best of our ability. Road making in the South-West will become a charge on the general taxpayer; but who will pay the costs of development? The man on the land. If the money were expended as the member for Bunbury desires, the charge would fall on the State as a whole by way of taxation—and surely our taxation is high enough!

Mr. Money: The State should be responsible for the outfall drains.

Hon. W. C. ANGWIN: We have a debt of £59,000,000, so we cannot do it.

Mr. Money: We will have a greater debt if we do not do it.

Hon. W. C. ANGWIN: That is all very well in an election speech, but it is of no use here. Under our system, we cannot do what the hon. member proposes.

Mr. Money: Then the system must be altered.

Hon. W. C. ANGWIN: It cannot be altered. We must drain as required. We cannot do a whole area at once. Take the Peel Estate. It is proposed to extend that work down to Bunbury. But it cannot be done all at once. The settlers who have taken up land there will have to pay for the land, but the cost of the drainage will fall on the general community.

Mr. Money: The outfalls must be a national charge.

Hon. W. C. ANGWIN: On the Peel Estate the price charged has been increased to recoup the State for the money expended there. In the districts the member for Bun-

bury would have drained, some of the land was taken up 30 years ago.

The Minister for Works: Some of it 90 years ago!

Hon. W. C. ANGWIN: In areas up to 10,000 acres. The holders will reap all the advantage, and will sell to smaller holders, who will have to pay the costs of the drainage and, in addition, to meet increased taxation. Looking through the Estimates, I thought what a happy position the Minister would be in but for the new works. The other night I remarked that the Soldier Settlement Scheme, the Group Settlements, and the Industries Assistance Board Votes were omitted from discussion, because the amounts had been transferred to other Votes. We find in these Estimates that the total expenditure last year on the whole of the business of the Public Works Department was £6,703. If there had been credited to the department the commission of £8,167 paid into the Treasury, the Public Works Department would have shown a profit of £14,064.

The Minister for Works: That is right.

Hon. W. C. ANGWIN: If this had been transferred, as the other Votes were, we should have had no opportunity to discuss the items. The Minister is to be congratulated on the success of his department during the year. The water revenue, etc., and the commission earned, amounted to £14,064, more than the actual cost of the department. The department has been worked economically. There is one officer whose attention should be confined to the Works Department instead of being split up, as at present. Roads have been made and railways built, necessitating an increase in staff. As usual, the Works Department is to have but little expenditure. For new works, £46,000 is provided, and for buildings—mostly repairs—£23,000. Then there is another couple of thousand for other repairs in other departments. No public works are being carried out from revenue. I trust the time is not far distant when the Government will again be able to carry out new works from revenue instead of from loan. I realise the difficulties of the Minister. Other departments are catered for first, and when it comes to the Public Works Department there is no revenue left. The Works Department has become a secondary consideration, instead of one of the most important of the departments. I agree with the member for Sussex (Mr. Pickering) that it is entirely wrong that any other department should take charge of constructional work. I do not admit the Lands Department should do work on the group settlements. The engineer, Mr. Anketell, should be kept entirely under the Minister for Works and the Engineer-in-Chief. The Lands Department know nothing about constructional work, yet the board they have appointed has full charge of the construction of various works at the group settlements. It is under the direction of two officers who know nothing whatever about the work.

The Minister for Works: That is pretty severe.

Hon. W. C. ANGWIN: It is justified. Those two officers instruct the engineer, the only man who does know.

Mr. Mann: Does not Mr. Camm know anything?

Hon. W. C. ANGWIN: He has nothing to do with it. There are only Mr. McLarty and Mr. Richardson. The expert officer is in the minority all the time. It would be better to transfer it back to the Works Department, and allow the Engineer-in-Chief to consult with the engineer in charge. The work would then be more efficiently carried out.

Mr. MANN (Perth) [10.30]: I was pleased to hear the Minister's assurance that the Causeway, which is really the gateway to the metropolitan area, is to be put into something like good order.

Mr. Harrison: The gateway from the south.

Mr. MANN: Not only from the south but from the east and north. The whole of the traffic to the Midland area, the eastern districts, to Bunbury and to Albany, has to pass over the Causeway, and it has not been safe for traffic for some time. The Minister spoke in complimentary terms of the manner in which the police are administering the Traffic Act. I would like him to see the office accommodation where the police have to do this work. They are confined in a loose box at the end of the stables, in the same building as the horses occupy, and have been working there for over two years. When they undertook the administration of the Act, it was thought they would have to occupy this accommodation for only a brief period and that suitable buildings would then be found for them. One after another the officers have suffered from illness that is attributed to the bad accommodation. Any person requiring to register a motor car has to climb through the stable yard to get to the office.

The Minister for Works: We know all about it and are trying to do what we can. They know this.

Mr. MANN: If the department know all about it, there is a greater reason for providing improved accommodation. The officers have been patiently waiting for better accommodation for a long time.

The Minister for Works: I was thinking of shifting them to the Barracks, where there is plenty of room, but they would not like that.

Mr. MANN: If the police are to administer the Act, the whole of the staff should be under one control, and it would not be easy to control one portion of the staff located in the Barracks at the western end of St. George's-terrace and the other portion of the staff located in Beaufort-street. Surely the time has arrived when proper accommodation should be provided. Having directed the Minister's attention to this matter, and the

Minister having admitted he is aware of it, my duty ends.

Mrs. COWAN (West Perth) [10.33]: We can congratulate the Minister on many things connected with his department. I support the member for Sussex (Mr. Pickering) in many of his remarks. When he spoke about the roads, it seemed to me a dreadful condition of affairs. As a woman I thank him on behalf of the women of the State for the splendid way in which he to-night, and a few nights ago, spoke of the difficulties the women have to face, more particularly as regards hospital accommodation required under certain conditions. He gave a most graphic description of the difficulty of getting over some of the roads. It takes him four hours to travel over a distance of about 14 miles. When we realise that many of the group settlements are miles further away, what must be the length of time and the discomforts that the women have to endure? The member for Bunbury (Mr. Money) also described the dreadful condition of the roads. He said that animals had suffered injury and some had even been killed when traversing those roads. I again stress the necessity for supporting the member for Sussex in his efforts to remedy this condition of affairs in his district and to help to remedy it in other districts outside his electorate, because there are a good many about whom no one seems to be troubling very much. I wish it were possible for the responsible Minister to provide in each of the group settlements a small shack where women could be accommodated, or cases of accident could be attended to by neighbours, or by any satisfactory help that could be arranged through certified women who understood how to nurse under the conditions that may arise in those settlements. While listening to the members for Sussex and Bunbury, I felt more and more how necessary it was to have women in this House, and how necessary it was for the women's organisations to come forward as they have done and are doing to take a hand in the matter of helping their sisters through what otherwise might mean a period of serious neglect that may prove very harmful to the settlement scheme, to say nothing of its ill-effects upon themselves and their children.

Mr. STUBBS (Wagin) [10.36]: I realise the difficulties confronting the Minister when applications are made from time to time for money for the construction and maintenance of roads. If he had £100,000 placed at his disposal by the Treasury, it could be spent to great advantage in the South-West, the representatives of which have so often stressed the tremendous difficulties under which the people there labour. But I would like to direct attention to the difficulties that have arisen in the Great Southern owing to the tremendous floods experienced last June, when thousands of pounds worth of roads were washed com-

pletely away. Two road boards in my electorate have not the money to replace these roads, nor could they raise it by imposing an extra rate. Applications have been made to the Minister for assistance, but I regret to say he has been compelled to turn them down. The road boards were willing to spend pound for pound to repair the damage, but not a penny could be spared from the Minister's vote for the purpose. The Minister should satisfy himself as to whether he has a competent road engineer in his department. If he could spare the time, I would like him to travel from Perth along the Armadale-road for five or six miles. There he would see public moneys being absolutely squandered in the construction of roads. This is a serious statement, but I make it in all sincerity, and if I cannot prove it, the Minister can challenge me to withdraw it. A few weeks ago several members of this House accompanied me in a motor car along that road. Patches of road from one-half to three-quarters of a mile in extent were being reconstructed and, between the portions under reconstruction, the good sections were being cut to their very foundations by dragging across them material to repair the bad parts. These are absolute facts, and I challenge anyone to deny the truth of my statement that public moneys are being squandered on that road. An hon. member is present to-night who was with me, and who can confirm what I say.

The Minister for Works: Where was this particular part of the road?

Mr. STUBBS: It was some four or five miles from the Perth Causeway.

The Minister for Works: That would be in the Canning Road Board.

Mr. STUBBS: I understood the Minister for Works to say a little while ago that the Government were finding a large sum of money for the reconstruction of this road. Perhaps the Minister will see for himself what is being done with the public funds in this regard. I recently returned from a visit to a country that prides itself on having the best roads in the world; I refer to the Malay States. In that country the Government maintain and construct all the roads. They employ competent engineers, whose services cannot be obtained under salaries ranging from £1,000 to £1,200 a year, plus about £500 a year allowance. There is traffic on the roads just as heavy as it is on the Australian roads. They have heavy motor wagons carrying eight or 10 tons of rubber and other products, but notwithstanding this the roads are as smooth as the carpet on the floor of this Chamber for a distance of 2,000 odd miles.

The Minister for Works: They do not pay 14s. 8d. a day for labour up there.

Mr. STUBBS: That is not the point. Are we getting value for the money we are spending? What is the use of spending thousands of pounds on roads if they are to be destroyed in the manner that I have shown in respect to this particular main

road, within a few miles of the city of Perth? I understand the work has been done under the supervision of departmental officers. I admit the impossibility of making bricks without straw. An engineer cannot be conversant with all phases of engineering, but many professional men make a special study of road construction. I know the Minister will accept my criticism in the right spirit. There is no more conscientious member of this House, in the way he looks after the interests of his department, than the Minister for Works. I am not given to carping criticism, but I do think the time is ripe when we should obtain the services of a first-class competent road engineer. This would save the country thousands of pounds. I support the vote, but regret more money is not available for urgent and necessary public works.

Mr. HUGHES (East Perth) [10.45]: The Minister has given us an assurance that the Causeway would be placed in a condition of decent repair.

The Minister for Works: You will see something to support my assurance if you look at the Causeway. The material has been delivered and the men are working.

Mr. HUGHES: Is the £400 on the Estimates going to be the limit of expenditure?

The Minister for Works: About £13,000 will be spent on the Causeway by the time we have finished. If the men will only work instead of stopping, we hope to finish in a few months' time.

Mr. HUGHES: The Causeway will have to be rebuilt sooner or later. Perhaps it would be wise if the Government commenced the work of reconstruction straight away. The Minister spoke of the men stopping work. I would draw his attention to the fact that the Government took a political supporter who had lost his seat in Parliament and is a well-known opponent of Labour, and put him on the bench of the Arbitration Court to be an arbitrator. When they did that they destroyed the value of the work of the Arbitration Court.

The Minister for Works: There is no foundation for that statement.

Mr. Pickering: It is not fair.

Mr. HUGHES: What would members opposite have said if the member for South Fremantle had been taken from his position at the Trades Hall and put on the Arbitration Court bench?

Mr. Johnston: You do not think the position is analogous.

Mr. HUGHES: I do. The member for South Fremantle was secretary of the Trades Hall. I told the workers they would be foolish to go to the court under present conditions.

Mr. Johnston: You are misleading them.

Mr. CHAIRMAN: I cannot allow a discussion on the Arbitration Court under this vote.

Mr. HUGHES: The Minister for Works took the opportunity of getting in a little political propaganda.

The Minister for Works: I did not think about politics, but only about the work. If you thought more about work than politics you would be more useful here.

Mr. HUGHES: I do as much work as the Minister does. I am sorry I am not allowed to reply to the statements he has made. I am pleased he has taken the Causeway in hand, and desire to give him credit for that.

The Minister for Works: I do not want any credit, but desire to see the work done.

Mr. HUGHES: For years we have been trying to get something done along the foreshore to minimise the mosquito nuisance. The East Perth Progress Association put up a proposal to the Minister that a retaining wall should be built with a view to filling in the low-lying ground, and thus largely do away with mosquitoes. The Minister was good enough to instruct an engineer to go into the question with a view to making a report. If he is favourable to the scheme, and if it is at all workable, it would have a material effect in minimising the mosquito nuisance in East Perth and Canning electorates.

The Minister for Works: I am sure you are right.

Mr. HUGHES: I give the Minister credit for that too. Another important question is that of railway bridges in the metropolitan area. If one visits a level crossing in Perth at any time during the day, one will see a large number of vehicles held up by passing trains. If it were possible to calculate the loss of time and money that must accrue to the people of the metropolitan area from the stoppage of this traffic, it would probably be found to represent in one year the cost of a railway bridge. My electorate is no exception to the rule.

Mrs. Cowan: West Perth is as bad.

Mr. HUGHES: They are all in the same boat. Very often one can see a queue of vehicles, containing produce and merchandise of all kinds, hung up at one of these crossings. For ten years there have been complaints owing to the absence of a bridge over Claisebrook-road, but we get no further. I hope the Minister will go into the question and give some consideration to the metropolitan area as apart from the country. Half the people of the State are handling the business in the city, and this neglect is causing enormous delay and inconvenience. The question warrants the urgent attention of the Minister.

Mrs. Cowan: Is it not the business of the Minister for Railways to recommend a bridge first?

Mr. Johnston: Or to build it.

Mr. HUGHES: I understand it is a question for the Minister for Works. Bridges in the metropolitan areas are just as important as those in the agricultural centres. We in Perth are suffering from bad roads, which are in no better condition than they are elsewhere in the State. Much of our trouble is due to the refusal of the Government to amend

the Municipal Corporations Act and give us a proper system of rating. If the Government want to improve the roads, especially those roads which carry a great deal of country as well as of city traffic, they should consider the advisableness of giving the municipalities power to rate on a sane and sound system. I trust that in his reply the Minister for Works will give an assurance that the Government will bring down a Bill to amend the Municipal Corporations Act in that respect. I fail to see why the Government should hesitate to do so, seeing that everybody concerned is in favour of this amendment as representing the only means by which improvement of our roads can be secured. I do not suggest that the Government should endeavour to pass all the amendments in the Municipal Corporations Act which have been asked for, but this particular amendment they could put through in half-an-hour, and thus confer a great benefit on the metropolitan area.

Progress reported.

RESOLUTION—CANCER, TREATMENT AT PERTH HOSPITAL.

Message received from the Council requesting concurrence of the Assembly in the following resolution: "That in the opinion of this House it is desirable that the Perth Hospital should be equipped with the modern X-ray apparatus necessary for the treatment of cancer by the method known as 'deep therapy.'"

On motion by Mr. Richardson, consideration of the Message made an Order of the Day for the next sitting.

House adjourned at 10.54 p.m.

Legislative Council,

Tuesday, 2nd October, 1923.

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

BILL—SUPPLY (No. 2). £1,050,000.

Second Reading.

The MINISTER FOR EDUCATION (Hon. J. Ewing—South-West) [4.37] in moving the second reading said: It is necessary to have a Supply Bill covering the two months of September and October. The Estimates of Revenue and Expenditure are making good progress elsewhere, and it is hoped that by the end of October not only will the Estimates have been passed by another place, but that this House will be in possession of the Appropriation Bill for a debate on the general financial position of the State. The amounts included in this Bill are as follow:—From revenue £680,000, from General Loan Fund £350,000, from Sale of Government Property Fund £18,000, and from Land Improvement Loan Fund £2,000, making a total of £1,050,000. The amount covered by the previous Bill, for the months of July and August, was £1,490,600. If this Bill is agreed to by the House, Parliament will then have appropriated to the end of October of the current financial year a sum of £2,540,600. The supply asked for is based upon the current year's Estimates, and so far as can be judged it is a fact that up to date the expenditure is under the estimate, which represents a satisfactory position. The revenue collected so far during this financial year has been practically on all fours with the revenue collected for the corresponding three months of the last financial year. I do not think it necessary to speak at length on this Bill, because hon. members very often take a measure like this as a matter of form. Moreover, as I have said, the Annual Estimates are well advanced. I may, however, refer again to the fact, which I stressed somewhat when speaking previously in this House, that the Government are making good as regards the financial position. The Premier has expressed the opinion—an opinion shared by most people who give the question unbiased consideration—that we have practically turned the corner, and that for the rest all that is needed is careful administration.

Hon. J. Cornell: Are we into the straight yet?

The MINISTER FOR EDUCATION: We are getting around the corner and into the straight.

Hon. C. F. Baxter: How many corners are there to turn?

The MINISTER FOR EDUCATION: So far as I can see, the position is very much better than it has been for many years past.

Hon. J. W. Kirwan: Has not the expenditure of loan moneys largely helped the financial position?

The MINISTER FOR EDUCATION: Of course it has. When loan money is wisely expended, the expenditure is advantageous to the State, by inducing greater activity in the State.

Hon. A. Lovekin: But it adds to the taxation.