

# Legislative Assembly,

Tuesday, 15th November, 1921.

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

## QUESTION—WATER SUPPLY, METERS.

Mr. WILLCOCK asked the Minister for Works: 1, Has a contract for a large number of meters for the Water Supply Department of Western Australia been let to a firm in the Eastern States? 2, If not, is it the intention of the Water Supply Department to let such a contract? 3, Will he endeavour to arrange for the department to have the work done locally, in order to provide work for metal moulders and other skilled artisans at present unemployed?

The MINISTER FOR WORKS replied: 1, No. 2, No. 3, Arrangements have been made for the work to be done in Western Australia, and the policy of the Government is that all work which can be done locally to find employment for our own citizens will have first consideration.

## BILLS (2)—FIRST READING.

1. Permanent Reserve (Claremont).  
Introduced by Mr. J. Thomson.
2. Health Act Amendment.  
Introduced by the Colonial Secretary.

## ASSENT TO BILL.

Message from the Governor received and read, notifying assent to the State Children Act Amendment Bill.

## BILL—PUBLIC WORKS COMMITTEE.

Read a third time, and transmitted to the Legislative Council.

## BILL—EVIDENCE ACT AMENDMENT.

In Committee.

Resumed from the 18th October; Mr. Stubbs in the Chair, the Premier in charge of the Bill.

Clause 1—Short Title (partly considered):

Clause put and passed.

Clause 2—Evidence of ownership in cases relating to property stolen from ships, wharves, etc.

Hon. W. C. ANGWIN: I hope the Committee will not pass this clause, which no doubt is the outcome of the recommendation of a Commonwealth Royal Commission that a certain line of action should be adopted by the various State Parliaments. Quite naturally, this State Government, who are at all times willing, without regard for results, to carry out the dictates of the Federal Government and their appointees, have agreed to propose the clause, which has for its object the compelling of accused persons to prove their innocence—a line of action contrary to British law, which presumes a man innocent until he is proved guilty. If this clause passes, an accused person will be deemed guilty until he has proved himself innocent.

The Premier: I do not think that is so.

Hon. W. C. ANGWIN: Yes. Under this clause the position will be that a person found in possession of goods of a certain brand can, if some other person has goods of the same brand, be arrested for having those goods in his possession, and then must prove his possession of them to be innocent, or find himself branded and treated as a criminal. I know of such cases. They have occurred at Fremantle. I remember particularly one case, in which a man was accused of being unlawfully in possession of some oil. So far as was known, the man was strictly honest, and he carried on a business. However, he was charged with, and convicted of, having this oil. No owner could ever be found for that oil; no person ever came forward to say that the oil belonged to him.

The Premier: Then how was the accused convicted?

Hon. P. Collier: There was no proof either of any oil having been stolen.

Hon. W. C. ANGWIN: No. Nevertheless, the man was sentenced to a month's imprisonment for not being able to prove to the satisfaction of the court how he became possessed of the oil. Many people believe to this day that the man spoke the truth. But he was convicted.

The Premier: That was without this Bill.

Hon. W. C. ANGWIN: Yes. The Attorney General of the day thought the conviction wrong, and quashed it. The Bill will make impossible the position of those who have in their possession goods of a particular brand. It is departing from the principle of British justice. Under the Bill a man will be deemed guilty until he proves his innocence. The Royal Commissioner who inquired into the pillaging on the wharves at Fremantle had to go back many years to find a case of any importance. I trust the Committee will not tolerate any departure from the system of deeming a man innocent until he is proved to be guilty. No man should be punished for

mere inability to prove his innocence. We are told that the British Constitution is the best in the world; yet at the dictates of one or two people we are to depart from the established system of British justice. I will vote against the clause.

The PREMIER: The hon. member has admitted that under the existing law a man may be punished for having in his possession goods reasonably supposed to have been stolen. All that the Bill asks is that the ownership of goods shall be provable. It proposes that original shipping documents shall be admitted as proof of ownership. That is all. The importing merchant has never seen his goods, and has to rely on the description sent to him; therefore it is necessary that the original documents should be admitted as evidence. I am pleased to hear that there is no stealing on the wharves at Fremantle.

Hon. W. C. Angwin: There is not nearly so much as is made out.

The PREMIER: I agree with that. Still, if a man steals he should be punished. The Bill does not interfere with the principle of British justice, but merely makes it possible for the owner, who has received advice from the shipping agents overseas, to claim that the goods are his, and produce the shipping documents as evidence in support of his claim. I think the provision is a perfectly reasonable one, and I hope the Committee will agree to it.

Mr. McCALLUM: The Bill has been brought down on the recommendation of the Royal Commissioner who inquired into the question of pillaging on wharves. The unions working on the water front have no desire to protect a thief.

The Premier: I know that.

Mr. McCALLUM: They will do all they can to track down a thief, in order to protect their own reputations. The investigations of the Royal Commissioner showed that but very little pillaging was taking place at the port of Fremantle. That was admitted by the Commissioner himself. Where, then, is the reason for the Bill? Can the Premier quote one case in which the merchant has been unable to establish ownership?

The Premier: What do you object to in the Bill?

Mr. McCALLUM: I say no man will be safe in his own home if the Bill becomes law. It is the same principle as is embodied in the Gold Stealing Act. We are to depart from the basis of British justice. In England a man is innocent until proved guilty; in France the reverse obtains. Under the Bill a man will be deemed guilty until he proves his innocence.

The Premier: Nothing of the sort.

Mr. McCALLUM: Take this hypothetical case: Just before leaving for Melbourne recently, I purchased a hat at 30s. In Melbourne I saw the same style of hat marked up at 12s. 6d. The Leader of the Opposition and I discussed the proposition of buying a few and bringing them back here for sale.

Suppose I had bought half a dozen and brought them back home with me; and suppose that a Perth firm, on opening a consignment of the same hats, found that some were missing. Because I had half a dozen of the same brand in my house I should be asked where I had got them, and would have to go to a court to prove my innocence.

Mr. Mann: That is the law to-day.

Mr. McCALLUM: Then why the Bill? Can the Premier point to any weakness in the existing law?

Several members interjected.

Mr. McCALLUM: Shall I be in order if I interject, Mr. Chairman?

The CHAIRMAN: Order!

Mr. McCALLUM: The Bill demands that if I have in my possession goods of the same brand as those missing, I must prove that I have not stolen those goods. Under the clause, charges will be made every day, and those charged will have to prove their innocence. The Premier has admitted that he cannot name an instance of the failure of a prosecution owing to any weakness in the existing law. Where, then, is the necessity for the Bill?

The Premier: I cannot call one to mind, but there have been such cases.

Mr. McCALLUM: I do not know of any. Surely if there be any pilfering on the wharves, it is not necessary to pass special legislation to defeat it! If the Premier can show me that the Bill is necessary, that there have been cases of pilfering which would have been traced if this Bill had been in existence, I will assist him to put it through. I cannot, however, find any such instances. The clause will mean inflicting an injustice; it is merely panic legislation. There is really no necessity to amend the existing law.

Mr. MANN: The hon. member asked whether there had been cases known where such legislation as is proposed would have been necessary. Section 69 of the Police Act provides that every person brought before a justice, charged with having on his person or in any place, or conveying, in any manner anything which may be reasonably suspected of having been stolen or unlawfully obtained, shall be liable to a penalty. At the present time, if a person is found in suspicious circumstances with any property, he may be asked to give an account of how he became possessed of it, and if he fails to satisfy the justice, he is deemed to be in unlawful possession. There was a case tried at Fremantle—it was a well known case—where a large number of motor tyres were stolen.

Mr. McCallum: A conviction was obtained in that case.

Mr. MANN: Yes, but it was necessary in that case to establish the identity of the goods, and to do that witnesses had to be brought from Melbourne to prove the brand. If the Bill passes, that procedure will not be required.

Hon. W. C. Angwin: And you want to make it easier to send a man to gaol.

Mr. MANN: Not at all. The clause will enable an owner to get the goods returned to him. Under the Police Act, as it is at present, goods are confiscated and go to the Crown if identity cannot be established. The position of the accused is not affected at all.

Hon. T. WALKER: The tendency of modern legislation is to make the work of the policeman and the magistrate easy, and there can be no doubt that that modern tendency helps to fill our gaols by creating crime. It enables the policeman to get summary proof there and then, and enables him to have at hand at all times enough evidence to obtain a conviction. I have always gone on the principle, and the thinkers of the world have done so too, that it is better to allow the guilty to escape than to run the risk of punishing the innocent.

The Premier: We all approve of that.

Hon. T. WALKER: But we do not altogether approve of it in practice. The principle of British law, since Magna Charta has been to insist upon rigid proof by the accuser, of the guilt of the accused. That has been the universal religion, if I may so speak of society, from the time of King John to now. We adhere to that principle as sacredly as if it were a religious precept. Next to life, liberty is the dearest treasure possessed by mortal. The position is not on all-fours with the instance cited by the member for Perth. Once an explanation has been given as to how an accused became possessed of the goods, and it cannot be disproved by the prosecution, the accused must be acquitted. But if the prosecution come in and say, "That is my brand and you are in possession of it," the person is convicted. Magistrates as a rule are prone to give credence to the word of a policeman rather than to that of an accused. We are too much in the habit of considering property as of more value than human life and liberty. Property must be hemmed in with safeguards more than the other possessions of human nature, and I object to that on principle. I do not know that this State has ever suffered from the lack of this law, or that there have been any instances where gross injustice has been done by reason of this law not being on the Statute-book. The reason for bringing this Bill down is that somewhere in the Commonwealth is the notion that there has been too much pilfering on the wharf, and they want to put it down. Let them have their panic in the East if they want it, but why should we catch it in the West? The Commissioner for Police says there are no cases worth making a noise about in Western Australia. This Bill is likely to bring about cases and to bring more work to the police courts. If our police have little to do, the community is in a healthy condition, but if they are constantly worrying and irritating citizens, and the liberty of people is in jeopardy, there is something wrong with society. This is a mere hypnotic suggestion, on the part of those who are panic stricken, in the interests of property in the Eastern States,

and I see no reason for voting for the clause.

Mr. ANGELLO: The measure merely authorises the court to accept shipping documents as prima-facie evidence of the ownership of goods. It would be difficult at present to prove ownership without legislation of this kind. The late Chief Justice Madden made reference to this kind of thing, and said that the Legislature would be wise in declaring by Act of Parliament that genuine shipping documents should be admissible evidence. He also said that the matter was one which might be justly dealt with by the Legislature. A measure of this kind, which will bring us on all-fours with the Eastern States, has my support.

Mr. WILLCOCK: During the past four or five years the wharf labourers and other people employed on the wharves in Western Australia have been greatly libelled by the commercial community in respect to the ullaging of goods. This led to the appointment of a Royal Commission, but its inquiries in Western Australia failed to prove the charge against those engaged on the wharves in this State. Seeing that this libel has been disproved by the Commission, we should not now say in effect that the charge has been proved, inasmuch as we must pass panic legislation to deal with the matter. As the men have practically been proved to be innocent, there is no need for the Bill. The whole of the charges were a gross libel upon the wharf lumpers.

Mr. UNDERWOOD: The charge has not been disproved. On the North-west coast it has, in fact, been proved, as can be shown by anyone to whom goods have been consigned along the North-west coast. It is quite possible some of the stuff had never been put into the cases when they left Fremantle. I do not want to ascribe this sort of thing entirely to wharf lumpers; I have always held that the man underground is not the only one who steals gold. I am under the impression in respect to this ullaging that there are heads above the wharf lumpers who possibly use them as a tool, although the wharf lumper and the sailor get their share. I condemn this class of stealing more than any other, except stealing with violence, for the reason that it inconveniences the persons for whom the goods are destined far more than it benefits the thief. An inquiry was held recently into this question along the North-west coast, and there is no doubt that stealing is going on. It may be wrong to apply that to wharf lumpers. What we want to do is to prevent it, and legislation that will tend to put this down will have my support.

Mr. McCALLUM: There has been no argument to prove the necessity for this Bill. It is not suggested that it will prevent pilfering, or that there is a weakness in the existing law. The member for Perth says that the clause will save the expense of bringing witnesses from the Eastern States. Apparently it is better to deprive individuals of their liberty than it is to go to the

expense of bringing people to give evidence from the Eastern States. Are we to place a man's liberty before a mere matter of money?

Mr. Underwood: Are we to allow a lot of thieves to do as they like?

Mr. McCALLUM: Are men to be branded as rogues and thieves and have the responsibility placed upon them to prove their innocence, merely to save the expense of people coming from the Eastern States? Has Parliament sunk so low, that a man's liberty is to be sacrificed for the sake of saving expense? Are the Government justified in asking Parliament to pass panic laws of that type? The only argument advanced in favour of the legislation is that brought forward by the member for Perth, who spoke about the saving of expense regarding witnesses. Is that the only argument to be advanced to induce Parliament to agree to such a law affecting the fundamental principles of British justice, without any further reasons and without the Government giving members any excuse for presenting the Bill, beyond that mere argument regarding expense? Are the Government merely to throw the Bill before members and sit back silently, without advancing definite cases to demonstrate why such legislation is needed to remedy faults in the existing laws?

The Premier: The hon. member knows full well what has been happening at every port for years past.

Mr. McCALLUM: I know perhaps more than the Premier of what has happened at the ports in the past.

The Premier: You do; I agree with you there.

Mr. McCALLUM: I want to protect innocent people.

The Premier: You want to wipe out all laws and let us go ahead free and easy.

Mr. McCALLUM: I want to protect innocent men and I will assist the Premier to track down dishonest people and the water-side organisations will assist him too. A man's liberty will not be worth much, if such legislation as this is passed. The member for Gaseoyne quoted some remarks by the late Chief Justice Madden and expected members to regard those remarks as good enough. I do not know whether the member for Gaseoyne is prepared to regard the views of the late Chief Justice as up-to-date. I know that particular judge was in the habit of delivering political speeches from the bench, speeches in opposition to proposed reforms. He was notorious for delivering speeches against proposals the people were in favour of; he was noted as one of the crustiest old Tories Victoria ever had as a citizen. To merely put forward the views of such a man, without the Premier or any other Minister advancing arguments to show why the Bill should be passed, does not justify the passing of a measure which will interfere with the liberties of the people.

The Premier: It will not interfere with the liberties of honest people at all.

Mr. McCALLUM: If that is so, there is no necessity for the Bill.

Mr. Mann: You have a law to-day.

Hon. T. Walker: We have not got the same law as this.

The Premier: Are these men not to be dealt with?

Mr. McCALLUM: This Bill will make conviction easier, and take the responsibility off the prosecution and place it upon the defence. That is the whole aim of the legislation. The member for Gaseoyne has suggested that in order to secure uniformity throughout the States, we should pass the Bill. I do not think that, in his heart, the Premier is in accord with this legislation. Perhaps there is some honourable understanding arrived at with the other States that some such uniform legislation shall be brought forward. If that is the case, it is time, particularly for those who talk about the unity of the Empire, to realise that we are interfering with the well known principles of British equity and justice, merely because of something which happened in the Eastern States, and because of which, we are asked to follow them. No such legislation would be passed by the Imperial Parliament, nor yet in any other part of the British Dominions. We are asked to pass legislation to protect a certain section of the people and yet the Government sit back and offer no arguments or reasons for the Bill going through. Surely members are entitled to know why the Government consider the Bill is necessary? They have not informed us that certain things are going on and that the present law is not adequate to track down the culprit, hence the necessity for the Bill. On the contrary, the Premier puts the Bill before us and asks us merely to agree to it going through. I am not prepared to adopt that attitude. No one who endeavours to represent the people in Parliament should allow such legislation to be placed upon the Statute Book. It will affect many people in my constituency.

The Premier: I hope that is not so.

Mr. McCALLUM: I am positive it is so, and that every man on the water front will be liable at any time to be called upon to prove how he became possessed of any article which may be in his possession.

The Premier: He has to do that now.

Mr. McCALLUM: That is not so.

Hon. W. C. Angwin: I am satisfied that the police will use this measure and not the Police Act.

Mr. McCALLUM: There can be no excuse for passing a Bill, if such a law as that indicated by the Premier exists now. It is obvious that it is merely designed for the purposes of easier convictions and to relieve the prosecution of the responsibility of working up a case, apart from the aspect of expense referred to by the member for Perth. An honest citizen, who may have lived his life honourably, runs the risk of being branded for life with the stigma of being a thief. I hope before the Premier forces the

measure through the Chamber, he will offer strong reasons for this fundamental change in the vital principles of law and British justice. We are asked to reverse those principles of British justice, of which we as a nation have been so proud. In such circumstances, we will not be able to take pride in the British journalist's boast that the British courts of justice are conducted on lines different from those of the French courts and that in British courts a man is presumed to be innocent until he is proved to be guilty. It is provided that documents shall be accepted without any further evidence being necessary.

Mr. Mann: Only when taken in conjunction with other relevant circumstances.

Mr. McCALLUM: That is a dangerous provision to put into the hands of some of these men with fertile brains.

Mr. Latham: You will not be on the bench to stretch your fertile imagination.

Mr. McCALLUM: If the Bill is passed as it stands, I will be on the bench in the future more often than I have been in the past.

Hon. P. Collier: It is not an unknown thing for representatives of shipping companies to sit on the bench at Fremantle.

Mr. McCALLUM: We often have the spectacle when a man is charged with pillaging, of prominent shipping men sitting on the bench. When such cases have been before the court I have kept away in the past, but in future I will spend more time on the bench, particularly when such cases as those under review are coming forward.

The Premier: I hope there will be no such cases. I do not know what your objection is.

Mr. McCALLUM: I have already indicated that this is a departure from the fundamental principles of British justice.

The Premier: You are contending that we should wipe out all laws and start all over again.

Mr. McCALLUM: If the Premier says he will agree to alter the clause so that the prosecution have to prove their case, there would be no objection to the clause.

The Premier: You have been told forty times that that has to be done now.

Mr. McCALLUM: In that case, there is no necessity for the Bill. I urge the Premier to reconsider this matter.

The Premier: Very well, we will rescind all laws that are against anybody.

Mr. McCALLUM: Let us rescind all laws that mean that a man must prove his innocence.

The Premier: That is not so now.

Hon. T. Walker: The Bill makes the proof of guilt easier.

The Premier: No, that is not the position.

Hon. T. Walker: Yes; it is a new species of justice.

Mr. McCALLUM: I have discussed this provision with the union executives, both the

Tally Clerks' Union and the Lumpers' Union. I have endeavoured with them to find a way out of the difficulty and to find a way by which we can assist the Government to secure a clear conviction against the men responsible. The organisations desire to protect the honest men, for they do not desire honest men to carry such a stigma as has been implied concerning all men working on the water front. If the Premier can devise any means of getting over the difficulty without proposing such panic legislation as that before the Committee, he will have the whole-hearted support of organisations along the water front. They have carried resolutions strongly protesting against this Bill and in this attitude they have my hearty support.

Hon. W. C. ANGWIN: There is not the least doubt that the Bill provides easier means of proof for securing convictions. Because goods bear a certain brand, it is no proof that they belonged to a particular shipment. I am suspicious of making proof too easy. At the Fremantle court on one occasion, a young man was charged with having assaulted a young girl. A justice of the peace was called by the police to give evidence of identification, and I was a witness on behalf of the accused. The justice asked me who a certain person was, and when I replied, "He is the person charged," the reply was "That is not the man." The case had not proceeded far before the police told this justice that his evidence would not be wanted and that he could leave. I sent word to the magistrate; the justice was called, and the accused was discharged.

The Minister for Works: That is a charge against the police.

Hon. W. C. ANGWIN: If necessary I could give the names of the parties. I was satisfied that the young man was not the offender, but he would have found it difficult to prove his innocence. This shows the need for care in passing legislation of this kind. It is a dangerous measure and a departure from established principles.

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

Ayes	..	..	..	25
Noes	..	..	..	12
Majority for				13

#### AYES.

Mr. Angelo	Mr. H. K. Maley
Mr. Brown	Mr. Mann
Mr. Carter	Sir James Mitchell
Mrs. Cowan	Mr. Pickering
Mr. Davies	Mr. Piesse
Mr. Denton	Mr. Sampson
Mr. George	Mr. J. H. Smith
Mr. Gibson	Mr. J. M. Smith
Mr. Harrison	Mr. A. Thomson
Mr. Hickmott	Mr. J. Thomson
Mr. Johnston	Mr. Underwood
Mr. Latham	Mr. Mullany
Mr. C. C. Maley	(Teller.)

## NOES.

Mr. Angwin	Mr. Simons
Mr. Collier	Mr. Troy
Mr. Corboy	Mr. Walker
Mr. Heron	Mr. Willcock
Mr. Marshall	Mr. O'Leighen
Mr. McCallum	(Teller.)
Mr. Munsie	

Clause thus passed.

Title—agreed to.

Bill reported without amendment and the report adopted.

## BILL—HOSPITALS.

## Second Reading.

Resumed from the 27th October.

The COLONIAL SECRETARY (Hon. F. T. Broun—Beverley) [5.56]: Since moving the second reading of this measure, I have received requests from various public bodies interested in hospitals that the Bill should be referred to a select committee for inquiry. On this question I have consulted the Leader of the Opposition, who had secured the adjournment of the debate, and I am agreeable to the appointment of a select committee provided the House approves.

Hon. W. C. Angwin: It is the most disgraceful Bill ever introduced into this House.

Question put and passed.

Bill read a second time.

Referred to Select Committee.

Mr. GIBSON (Fremantle) [5.58]: I move—

That the Bill be referred to a select committee.

Question put and passed.

Ballot taken and the following appointed a select committee, namely, Messrs. Clydesdale, Heron, Latham, Mullany and the mover, with power to call for persons and papers, to sit on days over which the House stands adjourned, and to report on the 6th December.

## BILL—RECIPROCAL ENFORCEMENT OF JUDGMENTS.

## In Committee.

Bill passed through Committee without debate, reported without amendment, and the report adopted.

## BILL—COURTS OF SESSION.

## Second Reading.

Resumed from the 13th October.

Hon. T. WALKER (Kanoona) [6.12]: I do not know that it is necessary to detain the House at any length on the second reading of the measure; but I am desirous of

ascertaining—for I was not present when the second reading was moved—what is the special necessity for this Bill. We have already courts of session at all the larger towns of the State.

The Premier: Only at a very few towns.

Hon. T. WALKER: We have one at Bunbury—

The Premier: And one at Albany, and one at Kalgoorlie.

Hon. T. WALKER: And also one at Broome. Where else does the Premier want them?

The Premier: We might want one at Wyndham.

Hon. T. WALKER: It is true that possibly we might want these courts elsewhere; but by the Bill we are practically abolishing the existing courts and establishing a new form of court.

The Premier: The Bill will simplify procedure.

Hon. T. WALKER: That is an argument in favour of the Bill; the uniformity in respect of courts which would result from this intended legislation is desirable. But again I ask what special urgency is there in the matter? When we have other measures of great importance awaiting our attention, what good is to be gained by passing this Bill during the present session? I myself have not heard any argument tending to show the need for the Bill. We carry out both in our civil and in our criminal jurisdiction courts all the requirements of the State. There is no difficulty about the matter. If we pass this Bill, however, we are bound to declare new districts, and probably new magistrates would then have to be appointed for those districts. The presumption is that in all the areas there will be magisterial districts, or combinations of two or more magisterial districts, for which there will be presidents with legal qualifications. Such a president will not be a magistrate who has developed to his exalted position by merit and long experience and service in the court without legal training.

*Sitting suspended from 6.15 to 7.30 p.m.*

Hon. T. WALKER: I was pointing out that there is practically no new provision whatever in the Bill, so far as the administration of justice is concerned, excepting that it provides that the existing machinery, with a new name, can be taken into remote districts and so, it is supposed, decentralise the administration of justice. It is quite true, as has been pointed out, that the provision for circuit courts or courts of quarter session is very old. It goes back to an old ordinance dated 1845. The object of that ordinance was to provide for the possibility of circuit courts being conducted at Albany. Times have changed and the country has extended. I suppose we must try to create facilities for the far-distant outposts of settlement such as Wyndham and the North-West generally. What I fear is this: While a provision, such

as that contained in the Bill, might be desirable if we had a lot of money to spend, the country is in such a position that I greatly fear the law will be a dead letter. It will remain on the Statute-book for I do not know how long, without being put into practice. I do not know who instigated the measure.

Mr. Teesdale: Have not the legal profession asked for it?

Hon. T. WALKER: I do not know that they have. I am at a loss to understand why this Bill should be considered an urgent measure and placed before other important Bills we are to consider this session. There is no crying need for it. I cannot see that it will do the legal profession much good. Let us suppose we have created a division of session away in the North-West, under which we will enable the people of that part of the State to have their lesser criminal cases tried locally instead of coming down to Broome or Perth. It must always be understood that the greater capital offences cannot be tried by the courts.

Mr. Davies: Unless presided over by a judge.

Hon. T. WALKER: The usual constitution of the court comprises magistrates for the whole State. They cannot try cases of murder, wilful murder, sedition, and capital offences generally. The process, if there were trials of that kind locally, would be as provided for now. We could either send up a judge to preside or we could appoint a commissioner, who must be a man of legal standing of at least seven years. Repeatedly we have sent up a legal practitioner who has been appointed a commissioner and he has presided over courts where murder and like charges were dealt with. The machinery for that procedure exists now, without the necessity for any Bill to re-establish any such machinery. The supposition is that we should have legal practitioners appointed to our magistracy. I believe that is the object of these Governments who have recently been in office.

The Premier: I think that is right, too.

Hon. T. WALKER: It is perfectly right, and I introduced the principle myself.

Mr. Teesdale: Have they done that at Broome?

Hon. T. WALKER: In that case, I understand, the Government advertised for a magistrate with the necessary legal qualifications. For some reason or other, that was abandoned. A new appointment has been made—I find no fault with that appointment—of a man who has studied law, but has not yet passed his examinations. I believe I am right in stating that a condition of his appointment has been that he shall pass the necessary legal examinations. Regarding the far North-West, what will be the position if we create a division out of some of the magisterial districts in that part of the State? I am afraid we will encounter the same difficulties regarding legal practitioners as we do now. We cannot keep the legal profession waiting for positions to turn up in the far

North-West. If we had trial by jury there, we would still have to take up from Perth or from some other centre, legal practitioners for the defence.

Mr. Underwood: Why?

Hon. T. WALKER: Because the legal practitioners are not to be found at these out of the way places.

Mr. Underwood: Yes, they are at Broome.

Hon. T. WALKER: We have already provided for Broome. The Bill is for an extension further north than that place.

Mr. Underwood: What about further south?

Hon. T. WALKER: Yes, in the Esperance district, for instance, we could do with a court of that description.

The Minister for Works: You would have plenty of time there.

Hon. T. WALKER: Quite so, but where legal practitioners are within easy reach of Ravensthorpe or Hopetoun, even there you would have the same difficulty. I point this out to show that the Bill, if passed, although not objectionable in any sense, is one which because it will cost money to put into operation and will possibly require new appointments, necessitating the payment of larger amounts from the public exchequer, will remain, for a long time to come, a dead letter, and I object to that form of legislation.

The PREMIER (Hon. Sir James Mitchell --Northam—in reply) [7.40]: I do not question the legal knowledge possessed by the member for Kanown (Hon. T. Walker), but as to the question of expenditure, the Bill will not be more expensive to administer than the present law. The Bill will really make better provision for the local administration of justice than does the Act of 1845. I am glad the hon. member mentioned the North because it is in that part of the State that the Bill will prove of great service. It may mean that we shall have to appoint a legal gentleman of considerable standing to preside over a division which would embrace the districts extending from, say, Onslow to Wyndham. In any case, that should be done because the circumstances surrounding crime in that part of the State are different from those in other parts of the State. Those circumstances necessitate the appointment of a man with local knowledge to try such cases, and it is because of that fact, that the Bill should be passed. It provides merely for an extension of the present Act under which quarter sessions are held in Bunbury, Albany, and, I believe, in Kalgoorlie. The extension is not of such a serious form as to entail, for a long time to come, the expenditure of any considerable sum of money. It would be of decided advantage to have a man of legal standing appointed to preside over the courts in the North-West. There is the disadvantage that in many places it is difficult to supply counsel and it is undesirable that a man, charged with a serious offence, should be tried without the assistance of counsel. We should be able to get counsel without any

great cost. I think it would be possible for proper representation on behalf of the accused to be arranged in such courts.

Hon. T. Walker: There is room for great reform there. In some parts of the world, there are departments of government whose function it is to defend persons charged in the criminal courts. The Crown has to provide counsel for the defence equally as to provide for the prosecution.

Mr. SPEAKER: Order!

The PREMIER: I am glad of the interjection because I agree with the hon. member. If the court were held at stated intervals it should be possible for counsel to be supplied to represent the accused persons. It will be seen that the Bill provides for an extension in the right direction. The old Act, which was passed in 1845, really provided for the trial of cases at Albany. In those days it took a long time to come from Albany to Perth, involving considerable expense in providing witnesses and so on. As it was with Albany in those days, so it is with the outlying parts of the State to-day.

Question put and passed.

Bill read a second time.

#### BILL—LOCAL COURTS ACT AMENDMENT.

In Committee.

Mr. Angelo in the Chair; the Premier in charge of the Bill.

Clauses 1 to 5—agreed to.

New clause:

Hon. T. WALKER: I move—

That the following be added to stand as Section 47b:—(1) Where the claim in any action is for an unliquidated demand or damages or other relief, and the defendant has given notice of his intention to defend same, the plaintiff may, by summons returnable to the chamber of the magistrates, apply for an order that the defendant furnish the particulars of his grounds for defence within the time named in such order. (2) Should the defendant, without reasonable cause, neglect to supply particulars of his grounds of defence, he shall be liable to pay the plaintiff's costs of the proceedings in any event. (3) The defendant may at any time before judgment amend his grounds of defence upon such terms as to costs or otherwise as the magistrate may order.

The Premier: I will accept that.

Hon. T. WALKER: Then it is unnecessary that I should explain it. The practice already exists in the Supreme Court. The defendant is not prejudiced, because Sub-clause 3 allows him at any time before judgment to amend the grounds of his defence. The procedure is time-honoured in the Supreme Court.

The Premier: It is in keeping with the remainder of the Act.

Hon. T. WALKER: That is so.

New clause put and passed.

Title—agreed to.

Bill reported with an amendment.

#### ANNUAL ESTIMATES, 1921-1922.

In Committee of Supply.

Resumed from 10th November; Mr. Stubbs in the Chair.

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

Vote—Public works and buildings, £106,755:

The MINISTER FOR WORKS (Hon. W. J. George—Murray-Wellington) [7.52]: Every effort has been made to present the annual report of the department, up to the 30th June last, before the discussion on these Estimates; but the Government Printing Office is so busy with "Hansard" and other things that it has been unable to let us have the report. We hope to have it next week. In the meantime I trust that hon. members will extend to me their usual kindness, in which case my Estimates will be passed before the report comes to hand. If hon. members will look at the report for last year they will find there every particular that can be supplied in regard to the work done by the department. The department is not particularly well fitted for theatrical display. It may be termed the department in dungarees. It does the work of all the rest of the departments. Still we are proud to feel that, as a rule, we can give satisfaction, except to those who ask for things for which I have no money. Hon. members will see how wide is the ground covered by the department. The funds we had at our disposal last year aggregated £743,000. We dealt with all classes of work such as railways, jetties, harbours, schools, halls, maintenance, lighting, and various other requirements. We carried out for the several departments a lot of work for which previously we used to charge, work such as lighting, sanitary service, and things of that sort, for which we now get no payment at all. We had last year an excess, which was accounted for by items not known to the department when the Estimates were made up. One large item was the furnishing of the Agent General's house in England. This has been fully discussed.

Mr. O'Loughlen: And we can discuss it again to-night.

The MINISTER FOR WORKS: The hon. member is at liberty to do so. One of the particular duties of the department is the maintenance of public buildings. For some years to come, if the money can be provided, maintenance will be a very heavy charge. For quite a long time we have lived on our fat, so to speak, we have allowed the buildings to go without thorough painting and



repairs for longer than was advisable. The financial exigencies of successive Governments have led to a policy of putting off, until we can put off no longer. Consequently a good deal of money will be required for the maintenance of public buildings strewn all over the State. The staff at the 1st July numbered 208. One department which I do not think is adequately understood by hon. members is that which has the management of Government properties in the shape of houses and other buildings from which we receive rent. From such places we collect between £10,000 and £12,000 per annum, and of course we have to maintain the properties. There was a large amount in arrears some 2½ years ago, but the present acting officer in charge of that sub-department has carried out instructions and reduced the arrears to within reasonable bounds. A good many of those buildings have come to us with resumption, as in the case of the resumption in West Perth of what were known as the Perth markets. It will be seen that the roads and bridges vote is practically the same as before. If I have to rely entirely on the vote, I shall have very little money beyond what is necessary to pay over to the road boards by way of subsidies. In the Government Property Trust Account provision is made for the giving of assistance in the construction of roads and bridges. Hon. members representing the South-West where, owing to the heavy rains, it is essential that roads and bridges should be well made, can rely upon it that, so far as means will permit, their representations on behalf of their constituents will be carefully looked after. That, of course, applies to all members, from whatever part of the State they may come. I only regret that we have not a very much larger sum to devote to the construction and maintenance of roads. A million pounds would not be one penny too much for the purpose. Economically, railways have been carried to the extreme limit of safety. We are settling men in all parts of the State, and in many instances asking them to cart long distances over what are merely bush tracks. I am one of those who believe that a policy of spending money to make good roads and thus enabling a settler to do more in a day than he would otherwise be able to do is an absolutely sound one. If it is possible by the provision of good roads for a man to cart two loads of wheat or two loads of potatoes a day where previously he was able to cart only one load, it means adding immeasurably to that man's opportunity of making good, for this saving of time is of the greatest importance to him in the carrying out of his work. I am sanguine, although it has not been possible this session, that next session it may be possible to bring down a Bill by which we can deal with the roads which are the main feeders of our railways, and deal with them in a manner which, while it will not press unduly on those who have to contribute the funds, will prove of great efficiency and service to them. If a simple

Bill, without any fine points of law in it, were brought before the House with this object in view, I am satisfied it would receive favourable and sympathetic consideration. The recent visit of the Parliamentary party to the South-West has shown the greater necessity that exists in all the southern parts of our territory for the construction of roads of a stronger and more permanent nature than is required in the Wheat Belt, where the rainfall is not so heavy. Any remarks upon these Estimates would fall short of what they should be unless reference were made to the Perth-Fremantle road. That road has cost the department a considerable sum of money to keep in repair during the last few years. I maintain that in the apportionment of the traffic fees, a fair allocation of the amount collected should be recouped to the Government. However, the City of Perth, led by its Mayor and backed by its Town Clerk, embittered by the fact that it has not been allowed to swallow all the traffic fees as was the case for years, thought fit to differ from me in my interpretation of the Act, and is suing me. Should the Perth City Council win the case, the House may later on consider it advisable to make some alteration in regard to the fees collected and see that they are diverted to their proper use, namely to repair the damage done to the roads. If the State charges large fees as we are charging traffic to-day, the only justification being that the vehicles are destroying the roads, surely common justice demands that the fees collected should be utilised to repair the damage. That is the reason why I dealt with the traffic fees in the way I did. The Government liabilities in connection with both Fremantle and Perth are pretty heavy. The upkeep of the Fremantle-road bridge falls on the Government and the same applies to the Perth Causeway, even to the lighting. I do not say that there may not have been a good precedent for what was done some years ago, but the circumstances prevailing to-day should be taken into consideration. I am pleased to say that the Fremantle Municipal Council have recognised that the action taken by me with regard to the traffic fees has been inspired by an honest endeavour to do what was fair to all parties. The other day they sent me a letter, conveying the terms of the resolution passed at their meeting, which might be a pattern to the Perth City Council to read, mark, and inwardly digest. Our harbours and rivers cover a wide scope. The work in the Fremantle harbour is progressing favourably. It will be some time before the entire dredging is finished, but when it is completed ships drawing 36 feet of water will be able to comfortably enter the harbour. Should it be necessary to further deepen the harbour, we shall be able to do it by further dredging, as we have done the blasting as we went along. I point out to members that various items in connection with the North-West have been placed under a separate heading. The reason for this is to be found in the recent appointment of a Commissioner to deal with various matters

affecting the North-West. I am simply directing attention to this fact for the information of members interested in the North-West. We are carrying on as before under the Public Works Department, but we are considering means by which a complete definition of the sphere of influence of the Works Department and the Commissioner shall be made, so that the business of the State can proceed without let or hindrance and certainly without friction. We have held several conferences in connection with this matter and as soon as we can arrive at a scheme, the whole business will be settled. I am not able to say anything more at this stage, but I felt it would be wise and only decent to let members representing North-West constituencies know that this rather delicate part of the business is being carefully considered with a view to getting the best not only out of the Commissioner, but out of those functions which have belonged to the Works Department and may continue to belong to them, but which will be so clearly defined that it will not be possible for one or the other to do otherwise than accept the share of the blame or credit as the case may be. Regarding the Margaret River-Flinders Bay railway, some little work has been proceeded with, but not the volume I would have liked to do. We are hampered by the high cost of rails, and it certainly is not economical to proceed with the formation and other parts of the works unless we can follow it up by laying the rails and putting a locomotive on the track. The lower end of this railway has been turned over to the Lands Department as they have a group settlement there under their officers. We have no desire to send our officers there when one set of officers at present on the scene can do the work. During the session a question was asked regarding the rents being paid for offices, etc., to which a reply was given, but I was not able in the short space of my reply to explain that we are still paying £2,100 a year in rent for premises which belong to private people. This is not for offices, but comprises something like 150 different items, representing rents being paid for buildings throughout the State used principally for the Education Department and also for other departments. For example, the Wilga school costs £26 a year, the Onslow school £10, Benger school £10, Lyall's Mill £13 and so on. Various requests have been made for assistance in connection with the erection of agricultural halls. Older members will recollect that, as soon as war was declared, in 1914, the Labour Government quite rightly stopped assistance to agricultural halls, being of opinion that in time of stress these items might be regarded as luxuries or semi-luxuries and might safely be allowed to stand over. It has not been possible for the Government to resume payments except to a comparatively small extent and only in those cases where assistance was promised before the war. Later applications have had to wait. During the last

few months, however, there has been a development which I would like to see spread throughout the State. Members who represent country districts know that applications for the use of schools have been made to the Education Department from centres that do not possess halls. The Education Department have objected in many instances, because they found that the school desks and other things, after being shifted to permit of the building being used for a political meeting, for a dance or other social entertainment, were not put back, and the people were not too eager to sweep out the place and have it ready for the children next morning. Therefore, the department have refused many of these applications. There have, however, been instances of people desiring both a hall and a school, and where it has been possible to make an arrangement, we have provided that the hall shall be regarded as Government property primarily for the school and secondarily for social purposes. This has enabled the people to make use of these buildings for meetings, and has enabled the funds at the disposal of the department in connection with schools to be spread over a larger area than otherwise would have been the case. Assuming that it costs £200 or £250 to put up a hall, the building has to be constructed to a design of the Public Works Department, one half of the cost being found by the people and the other half by the Education Department. An agreement is entered into under which those who have charge of the hall undertake to permit it to be regarded and used entirely for educational purposes, but when it is required for social purposes they give three days' notice to the teacher and undertake to carefully remove the whole of the school property. After the entertainment is over, the hall has to be properly cleaned and the school property returned and arranged so that the school can be conducted on the following day. Agreements to this effect have worked fairly well. I am speaking of this, because I know that many members have been pressed by their constituents to get assistance for the erection of agricultural halls. With this system in vogue, they will be able, in suitable cases, to represent the matter clearly to their constituents, and place the facts before the Government with a view to securing similar consideration. I am satisfied that this is a system which can well be carried into effect. I know of a number of cases where it would have cost us a considerable amount for a school, but by adopting this system we have been able to keep within our means, and give social opportunities to a district which would otherwise go without them. We have also safeguarded the requirements of the Education Department by providing a building which is regarded primarily as a school.

Mr. Simons: Do the Government pay the whole cost?

The MINISTER FOR WORKS: The Government pay half the cost. I commend the Estimates to hon. members.

Mr. PICKERING (Sussex) [8.16]: I commend the Minister for Works for his modesty in introducing these Estimates. He likened his department to a department in dungarees. I venture to say that it is one of the most important departments in the service. To it is entrusted the construction of our large public works, the laying down of railroads, the construction of drainage, and other vast works of vital importance to the State. I regret that the Minister did not intimate what his intentions were with respect to bringing in legislation along the lines of the 'Country Roads Act of Victoria. I understand he has had under consideration for some time the preparation of a Bill which would go some way towards solving the difficulties connected with our main roads system. It will be fresh in the memory of some members that the Minister, owing to the great care he exercised beforehand, was able to get through the House in one evening a consolidating Roads Bill comprising about 300 clauses. If the Minister can do that in one evening, it should be easy for him to submit to the House a measure so framed as to meet the stupendous difficulty of dealing with our main roads in a comprehensive manner.

Hon. W. C. Angwin: Do you think we can stand it?

Mr. PICKERING: The State will have to face it. If Western Australia is to progress we must have a better main roads system than we have to-day. After the experience we have had of road boards and the construction and maintenance of main roads, we must agree that some special body will have to be authorised to properly control this important phase of our development. The work confronting road boards, in maintaining and constructing feeder and other roads, is of quite sufficient magnitude for them to undertake. Those members who had an opportunity of visiting certain centres in the South-West recently must have been impressed by the bad state of the roads throughout the greater portion of the country they saw, and must agree that something should be done in the direction of giving effective road facilities in order that the various settlements we are establishing there may have a reasonable chance of success. A special vote of considerable magnitude will have to be passed if we are going to do anything practical along these lines. I am glad to have the assurance of the Minister that it is his intention to meet with favour any reasonable application for assistance in this direction. He knows the conditions appertaining to the South-West, and is familiar with the difficulties of road construction there; he represents one of the districts within that province. As he himself says, the main roads in the South-West are difficult to maintain, owing partly to the large number of culverts and bridges

which are required. Last summer the road board in my electorate, although every precaution was taken to protect the culverts and bridges from fire, had the misfortune to lose several of their culverts and bridges as a result of bush fires. I brought the matter under the notice of the Minister, and he promised to favourably consider the question of assisting in the direction of making good this loss. I hope the Loan Estimates will disclose that an amount of money has been allocated for effecting these repairs. It will be impossible for the road board to do anything itself in the immediate future. I congratulate the Minister upon the fine school at Donnybrook which is now nearing completion. I understand the building was put up under the day labour system, and I hope the Minister's estimate of costs has been more than justified.

The Minister for Works: Hundreds of pounds have been saved.

Mr. PICKERING: The work has been well carried out and the building will be a creditable one. I am sure the Minister will find it necessary to increase its size at an early date. Whilst at Donnybrook recently our attention was drawn to the then inadequacy of the building for present requirements. As I understand it is the intention of the Education Department to make Donnybrook one of the centres for experimenting with the consolidated school system, I think it will shortly be necessary to make additions to that building. I would draw the attention of the Minister to the disgraceful condition of the Donnybrook court house. Steps should be taken to pull down the building and erect another in conjunction with the present police quarters. A large building is not required, and if a building similar to the existing police court were put up, it would meet all requirements. I spoke to the Resident Magistrate when I was there, and he agreed that some such provision would be adequate. The court house itself is a disgrace to the town. It was an old building brought from the goldfields and is not suitable to the district. I should like to have some information from the Minister upon the question of drainage. The drainage in the South-West has for the most part been conducted under the auspices of the Public Works Department, and a considerable development of that system is necessary. The advantages of a drainage system were made apparent to members who recently visited the South-West, and I hope steps will be taken to provide a considerable fund in the near future for the adequate draining of that portion of the South-West lying between Perth and Busselton. Unless the State evolves and carries out some concrete scheme of drainage, it is futile for settlers of their own initiative to attempt to deal with the situation. If we are to adequately develop that part of the State we must have a main drainage system, and I trust the Minister will take an early opportunity of providing suffi-

knocking off work to carry bricks for the men on the land to build agricultural halls during their spare time. It is not my object to delay the passing of the Estimates. I want if possible to assist the Minister. Especially do I want him to realise that the country roads must be attended to. The road from Bunbury to Busselton should be put in a passable state of repair as soon as possible. The amount of traffic over that road, during the summer months especially, is very great. In my opinion, Busselton and the Caves represent one of the finest pleasure and health resorts in the State, and are bound to come into their own sooner or later. I quite agree that something should be done towards the maintenance of public buildings. The remarks of the Minister for Works in this connection are very true indeed. If anything suffers from neglect of maintenance, it is public buildings. I realise how serious the item must be to the Minister for Works. It is wicked to see public buildings fall into disrepair through want of maintenance, which means that they will have to be put in order later on at much heavier expense. No building in Western Australia should be left even for five years without being painted outside; in fact, five years is too long a period in a climate like that of Western Australia. But here we have buildings left for 10 years or more without being painted, and that is a very serious matter. I trust that the finances of the State will soon so adjust themselves that public buildings will receive proper attention. I was glad to hear from the Minister for Works that the occupancy of private buildings for offices is on the decrease; and I hope that soon we shall be in a position to erect proper public offices, so that all the civil servants in Perth can be housed in one building.

The Minister for Works: We are now saving between £3,000 and £4,000 a year in office rents.

Mr. PICKERING: The Minister is to be congratulated on that fact. I trust that an appropriate and elegant structure will soon be erected to contain all the public offices of the capital of this State.

CAPT. CARTER (Leederville) [8.35]: It is not my intention to depart from my custom of making a short speech. I cannot let the opportunity pass to say a few words on these particular Estimates. First, I desire to congratulate the Minister on his attempt to save £17,000 on last year's expenditure. I trust the anticipation will be realised.

Hon. W. C. Angwin: This is the worst department to cut down.

CAPT. CARTER: I quite agree that the Public Works Department, like the Agricultural Department, should receive every attention from all sides of the Chamber, and every consideration and sympathy. At present, however, there are necessarily so many things crowding into the Minister's mind as of paramount importance, each demanding priority of place, that it must be hard for

him to discriminate and decide which is the most urgent. We all of us, in our parochial way, think we have the most important requirements. The previous speaker no doubt considers that the condition of the Busselton jetty and the silting of the Busselton harbour are vitally important matters. In my own district I do not think one need go very far to find evidence of the need of a comprehensive road-improvement scheme. In my speech on the Address-in-reply I stressed the necessity for a State-wide, comprehensive scheme of road improvement; and the trip through the South-West has impressed on me what, as a matter of fact, was already prominent in my mind, namely that there exists a vitally urgent necessity for improvement of our roads. The matter is one which is going to take a considerable time; but prompt attention should be given to it where the roads are so bad as to be practically impassable, which is the case in my district, where a broken down cart, with axles and wheels smashed, may be found to almost every mile of road. I refer to the road which taps the great district of Osborne Park, and the country right through to North Beach, where one of the main sources of our vegetable supply is situated, and whence a great deal of dairy produce is carted into the city. I have reason to know the Minister is sympathetic in this respect, and I have reason to thank him for the manner in which he met a deputation of my electors some time ago. He met them in a very kindly spirit, and gave them what they asked.

Hon. P. Collier: That is how the money goes.

Capt. CARTER: We all know the Minister on those matters.

Hon. W. C. Angwin: When you have been here a little longer, you will learn to keep silence on those matters.

Capt. CARTER: However, the Minister has turned down one or two of my requests. There are one or two needs of my district which the Committee, viewing them broadly, will recognise as very important. The North Beach-road was built years ago on the old block system, and then improved by sleepers. Now the sleepers are worn out, and nothing is being done in the way of repairs. Over that road men are carting their produce before daybreak all through the winter months, and are unable to cart it successfully. They break their axles and wheels, and, I might add, their hearts. A man who was in my office the other day, said, "I brought in a couple of pounds worth of potatoes this morning, and it is costing me £7 to get home. I have broken the axle of my cart, and two wheels as well." Such an experience is not an uncommon one, and I trust the Minister will regard the matter as of great importance.

The Minister for Works: What about the local road board?

Capt. CARTER: The board have made several attempts to get that matter, like the matter of the drainage of the Njookenboroo district, set in order; but they have not had

cient funds for the purpose. From the developments which have already occurred in this direction, it was evident to members who made the recent trip to the South-West that the value of the land can be increased by fully 500 per cent. I was glad to hear the Minister's reference to the Margaret River railway. This is one of the promised railways which has been long deferred.

Hon. W. C. Angwin: That is a loan matter. Mr. PICKERING: I know that, but I take this opportunity of mentioning it.

Hon. W. C. Angwin: You cannot do so; it is a loan matter.

Mr. PICKERING: I am going to do it. This is an important railway, and I trust the Minister will place it amongst the first to be provided for on the Loan Estimates. The Government are opening up fairly large soldier settlements in the district. I was recently informed that it was with the utmost difficulty that the officer in charge was able to get through sufficient supplies to keep those people on the country they are preparing for their holdings. This position was due to the bad state of the roads, which members will have noticed for themselves quite recently. Unless the settlers there are given railway communication very soon, something serious will happen to them. In my own district adequate transport facilities are required for soldier settlers. I do not blame the department so much in this regard. There has been grave delay in the construction of roads in certain parts of the Marybrook estate. I trust that adequate facilities will be given to those people to go to and from their holdings. I regret that the sum required for the maintenance of the caves road has been reduced. The traffic which carries supplies to soldier settlers and others at Augusta has in the past travelled over this caves road, and this has necessitated a good deal of wear and tear upon that highway. I trust every precaution will be taken to prevent that road from falling into a bad state of repair for the want of a little money spent upon it. I should like to impress upon members the necessity for the fulfilment of the promise given that the Busselton jetty should be extended, more especially as this promise was ratified by Parliament. When a vote is once passed, it should not be within the province of an officer in the service to exercise his discretion and say whether the work should be carried out or not.

Hon. W. C. Angwin: Whether it is wanted or not?

Mr. PICKERING: It is wanted, and this Chamber arrived at the conclusion that the work should go on. When we come to deal with the Loan Estimates I hope to have a photograph ready to illustrate to members the difficulty that two vessels have to contend with when lying alongside the jetty at Busselton. In view of the fact that so much timber is shipped from that port, members will realise that adequate shipping facilities must be afforded there. The Commissioner for Railways has only voiced the matter from

one point of view, but there are other aspects of the case to be borne in mind, one of which is the security of the vessels. Much larger vessels go alongside the jetty to-day than was the case before the war, but the jetty is not long enough to provide them with sufficiently secure berthing accommodation. Vessels have come alongside and, taking up nearly the whole space, could not be securely warped to the jetty. I was glad to hear the Minister make some reference to agricultural halls, and I gather he will be prepared to favourably consider applications in that regard. We are seeking to develop our country, and we are asking people to go into the wayback blocks to make civilisation. Then we must be prepared to give them some facilities in the way of public halls. The night in the country towns remote from the capital, and in districts such as Margaret River and Augusta, is such that it should have something to relieve it, and I see no other way of doing this than by providing halls where the residents can meet and have some enjoyment after finishing their day's or their week's work. If we want to keep the people in the country we must make country life attractive.

Hon. W. C. Angwin: What has become of that big hall at Karridale?

Mr. PICKERING: It is still there.

Hon. W. C. Angwin: Parts of it are there.

Mr. PICKERING: The big hall is still there. The hon. member is confusing the school and quarters with the big hall, which I saw quite recently. I am not confining this suggestion to my own electorate; I am applying it to all country electorates which we are seeking to develop by closer settlement. We must be prepared to make some sacrifices for the people who are prepared to settle the backblocks. Members from the wheat areas will endorse my statements with regard to the need for agricultural halls; they know the necessity for such conveniences. Conditions in the wheat areas are at times very trying. Personally I do not agree with using one building for the dual purpose of school and agricultural hall, because in such circumstances much tedious toil is imposed on people who have been enjoying an evening, inasmuch as at the close of the evening they have to put the school in a fit condition for the reception of the scholars on the next morning. Therefore separate buildings should be provided for the two purposes. As a compromise the dual arrangement is a very good thing, but when we are undertaking big settlement schemes we should make the agricultural hall and the school separate items.

Mr. Mann: Do you not think a water supply is necessary?

Mr. PICKERING: Certainly.

Hon. P. Collier: Do you not think a busy bee could build a hall on a Saturday afternoon? The Ugly Men would build a hall in four hours for you.

Mr. PICKERING: But the Ugly Men are engaged on different kinds of labour from that during the rest of the week. It is like

sympathetic assistance from the Minister. In that district during the past four years the settlers have witnessed a rise of 22 inches in the water level. I know that that is due largely to natural causes, such as the removal of trees and the consequent lesser absorption of moisture from the earth; but there is another reason, and one which I have no hesitation in laying to the charge of the Public Works Department—the tapping of the artesian basin which apparently underlies the whole of the district. In connection with the opening up of the bores a great deal of water has run to waste; and the surface water has run to its lowest level, which is Herdsman's Lake. The consequence is that whereas a man a year or two ago was farming six or eight acres, he is now farming only two or three acres, because of the flood water. The evil has been increasing during the last four years, but the registered rise in the last 12 months has been 12 inches. The figures I give are open to correction, but I think they are right. I have not had actual proof of them myself. There is a remedy for the position. At present the Government are undertaking the drainage of Herdsman's Lake, and this I ask them to expedite. If they do so, they will not only facilitate the work of the dairy farmer and the vegetable grower, but also provide employment in a very wide measure for men seeking work to-day. I am aware that this matter is not on the Estimates before us, but it is one for which the Minister in charge of these Estimates is largely responsible; and, moreover, he mentioned such matters in his speech. That is my reason for mentioning them now.

The Minister for Works: All right; I do not care.

Capt. CARTER: Moreover, the adoption of my suggestion would furnish employment of a productive nature, work useful to the men engaged in it and to the community generally. Another point touched on by the Minister was the payment of rentals for the housing of school children. In North Perth there is, I claim, one of the most modern schools in Australia. There are 380 children in it at present, and the State is now paying about £130 per year for the rentals of three different halls in connection with the school. To me that seems dead money. It appears to me that the State is throwing away £130 annually instead of using that sum to pay interest and sinking fund on a loan for the extension of the present school buildings. The school buildings were erected some years ago, omitting provision for a central hall; and to-day that big school of 800 or 900 children has no central hall. Any one who understands the genius of modern education must realise that the headmaster who does not see his school as a school is labouring under a very severe disadvantage. I consider it necessary that the school in question should be at once provided with a central hall. The matter has been explained to the Education Department several times. All that is needed is the covering in of a central portion which

is now dead, being used for nothing but the accommodation of a couple of water tanks. If that central portion were covered and floored, the result would be to provide at an expense of probably very little more than £1,000—I know the departmental estimate is about £1,800—a central hall big enough for all purposes. I claim that the provision of a central hall could be secured for very little over £1,000. We have in the North Perth Parents' Association a committee of from eight to ten practical builders who will guarantee that they will do the work for £1,000 or so.

The Minister for Works: Did they put in a tender?

Capt. CARTER: They asked for permission to put one in. I am sure they will beat the Government's estimated price by several hundred pounds.

The Minister for Works: We do not mind being beaten.

Capt. CARTER: No, but you are chary about giving them a chance. To my mind, the expenditure of £130 per annum is throwing good money after bad. It is bad for the school children that there is no central hall at that institution. When the bell is rung in wet weather, they have to hurry-scurry to their rooms.

Hon. W. C. Angwin: It is better to pay £130 a year than to pay nothing at all.

Capt. CARTER: Yes, but there are very few places where there are no educational facilities provided.

Members: There are many such places.

Capt. CARTER: There may be one or two families, or one or two children, where no such facilities are provided, but I know of no such cases. I am dealing with a school that has upwards of 1,000 children.

Mr. Latham: There are none so deaf as those who will not hear.

Capt. CARTER: I am not deaf and I am willing to hear, but I have not heard of those places. If the member for York (Mr. Latham) has such places in his electorate, it is his fault, because the Education Department must be given credit for the adoption of an energetic policy.

Mr. O'Loughlen: The difficulty is to get the required number of children in any one locality.

Capt. CARTER: That may be so.

Mr. O'Loughlen: I have three groups where there is no school, but there are not sufficient in any one locality.

Mr. Munsie: I have a group where they have guaranteed 30 children but cannot get a school yet.

Capt. CARTER: When in the South-West, we saw men acting as Government contractors driving cartloads of children for distances of several miles to and back from school. The Government, we know, help in that direction.

Hon. P. Collier: There are 100 children at Kendenup and they have not a school.

Capt. CARTER: I do not hold a brief for the Minister for Education, but his policy is a big one. I find no fault with that policy.

Mr. O'Loughlen: Possibly the Works Department is slow in giving effect to the Education Department's decisions.

Capt. CARTER: The Minister for Works is benevolent in looks and is benevolent at times, but there are other times.

Hon. P. Collier: Doubtless he has his cross moments.

Capt. CARTER: We have heard a lot from the member for Sussex (Mr. Pickering) about his wonderful caves and the upkeep of the Caves-road. Within 35 miles of Perth we have one of the finest cave districts in the State.

Hon. P. Collier: Let us build a road to it.

Capt. CARTER: I refer to the Yanchep district. We have only to build a road and we shall have one of the finest pleasure resorts it is possible to find within easy distance of the metropolis. There the best game, the best fishing, and the best sport of all descriptions are to be obtained. Although I am ashamed to admit it, I have not been there myself. I am told, however, that we have there a practically unexplored portion of our caves district. I am told that the caves are very fine and I have read in a reputable journal appearing on Sundays that they are second to none. I hope the Minister will look towards the Yanchep caves, for expenditure on a road to that district will bring back money.

Mr. Teesdale: We will have another expedition.

Capt. CARTER: I believe money expended on the construction of that road would be quickly returned to the State in the improved health of the city and in the form of hard cash.

The Minister for Agriculture: Have you not enough pleasure resorts here already?

Capt. CARTER: No, there are several which we will open up for the benefit of the people in the country districts.

Hon. P. Collier: For the toil-worn farmer, when he comes to Perth; we want more beauty spots for him to enjoy.

Capt. CARTER: And where he can spend his cheque. I appeal to the Government for a comprehensive drainage scheme and a comprehensive roads policy. I do not advocate those policies for my own districts alone in a parochial way, but for the South-West as well. I appeal to the Government for such a policy in the interests of the great sour lands of the South-West, which are calling out for drainage and the provision of good roads.

Mr. O'Loughlen: What do you estimate it will cost?

Capt. CARTER: I have not gone into the question of estimates, but already we have the Public Works Department engaged in the drainage of Herdsman Lake. By expediting that work, we could go a long way towards relieving the unemployment question and improving the lot of the farmers in that dis-

trict. Such policies would run into seven figures before the South-West would be adequately drained and sufficient roads constructed; but even at such a figure, the money would be well spent.

Mr. J. H. SMITH (Nelson) [§.51]: It was not my intention to speak upon the Works Estimates, but, greatly to my astonishment, I find that those Estimates have been reduced. Although I have been preaching economy—

Hon. W. C. Angwin: If you perused them closely you would find they have been increased by £20,000.

Mr. J. H. SMITH: Although I have been preaching economy, I would like to see more money spent in the South-West. I believe the South-West will be the salvation of Western Australia. Instead of seeing this vote reduced, I expected, on what I alone had told the Minister, the vote would have been increased by at least £200,000.

The Minister for Works: If you had seen my first Estimates, they would have satisfied you.

Mr. J. H. SMITH: On the contrary, I find that what I anticipated is not the case. I fail to see why the Minister for Works has done this. I consider the development of the South-West is essentially bound up in the department of the Minister for Works. We require bridges and roads right throughout the South-West.

Hon. W. C. Angwin: You know the most essential requirement—people.

Mr. J. H. SMITH: Not in Fremantle, anyhow.

Hon. W. C. Angwin: You want their support, in any case.

Mr. J. H. SMITH: That is so. This matter is a nightmare to me. The number of requests I have received from various portions of my electorate would astound members, and yet the Vote is reduced.

Mr. O'Loughlen: There is always the same reply—no funds.

Mr. J. H. SMITH: In the South-West we require to approach the Minister for roads, culverts, bridges, and everything else under the sun; yet the Vote has been reduced. I have approached the Minister for Education with requests. I appreciate the Minister for Education. Every time I approach him he says, "If you can prove that there are sufficient children to meet requirements, I will grant a school." I am glad to say that the Minister has fulfilled his promise every time.

Mr. O'Loughlen: That is one decent matter in the Government, at any rate.

Mr. J. H. SMITH: I feel inclined to move that these Estimates should be increased by £200,000 for the sake of my electorate alone. I do not see how it is possible for the Minister for Works to carry out the promises and wishes of those Parliamentarians who visited the South-West recently unless something is done to-night to increase the vote. If I knew the procedure to be adopted, I would move to amend the Estimates. As I do not know

the procedure, I am prepared to leave it to hon. members.

Hon. P. Collier: If you want to increase it, you move for a reduction.

Mr. J. H. SMITH: If the Leader of the Opposition will give me a lead, I will be behind his back, hanging on to his coat tails. I intend to ask in the near future for the construction of not one railway but for four or five railways, in order to assist in the development of the South-West.

Mr. Johnston: That could be dealt with on the Loan Estimates.

The Minister for Works: Yes, let us deal with the matter then.

Mr. J. H. SMITH: I am glad to know I will have an opportunity later on. The member for Forrest (Mr. O'Loughlen) has furnished me with advice as to the method to be employed to defeat these Estimates.

The Minister for Works: To defeat the Estimates?

Mr. J. H. SMITH: Yes, I want to defeat them. Adequate provision has not been made in the Estimates, and I intend to move at a later stage that they be reduced by £1. That will enable hon. members to make it clear to the Government that there should be another £500,000, or a million pounds, spent in the South-West. We want a bold policy for the development of the South-West.

The Minister for Works: I am not a bold man.

The Minister for Agriculture: We heard a lot last Thursday night about bold policies of development for the South-West.

Hon. P. Collier: The silent solitudes of the bush cry out for money to develop them.

Mr. J. H. SMITH: I agree with the Leader of the Opposition. I think he should come forward and give us the advantage of his enlightened mental indigestion or something else. The Minister knows exactly what the conditions in the South-West really are, yet he comes before members without a smile on his face and places such Estimates before the Chamber. He must know that these Estimates, instead of providing for £106,000, should have provided for £1,600,000 for the development of the South-West.

Hon. P. Collier: We have just raised a loan of three million pounds. What are we going to do with it?

Mr. J. H. SMITH: I agree with Mr. Ewing, M.L.C., who, when speaking at a little gathering recently, stated that a bold comprehensive policy must be adopted in the South-West.

Mr. O'Loughlen: That phrase does not belong to him.

Mr. J. H. SMITH: He went on to say that it would require 20 millions to develop the South-West.

Mr. McCallum: The figure is increasing.

Mr. J. H. SMITH: If the Premier were present to-night he would say it would require 40 millions. In any case, the Works Department will require much more money than is provided. I am greatly and grievously disappointed that the Minister, who

represents a south-western constituency, should come to Parliament with reduced Estimates. I think some pressure must have been brought to bear upon the Government by the Country Party. I trust the member for Collie (Mr. Wilson) will support me in my remarks, because he can speak in much plainer language on this subject. The only course open to me is to move that the Estimates be reduced by £1. The Leader of the Country Party has told me that I represent the brightest gem in Australia, and so I am sure he will support me in my proposed amendment. I regret that the Minister has not seen his way clear to increase the estimated expenditure in the South-West by one million pounds.

Mrs. COWAN (West Perth) [9.2]: I am sorry to see no provision on the Estimates for the Children's Court. I do not know whether the Minister has ever been in there on a hot day or on a wet day. The last time we had a wet day there it was necessary to wear goloshes if one wished to walk in comfort about the floor. The top window, which provides the only ventilation in the room, is in the roof and happened to be open when the storm broke, and in consequence the rain came in all over the place. Very few hon. members have ever troubled to visit the building. There is no window in the court room.

Hon. W. C. Angwin: Is that the building at the back of the Children's Department?

Mrs. COWAN: Yes.

Hon. W. C. Angwin: That is not a bad building at all.

Mrs. COWAN: The hon. member does not come there often, nor does he evince much interest in the place. Also I should like to know if it is not possible to do something in the way of setting aside a definite amount for maintenance, to be spent by various boards and committees in charge of public buildings. We on the hospital board could often save money to the State if we were allowed a certain sum for necessary minor repairs, which cost much more when left and lumped together. The board is caused a great deal of inconvenience through not having even a small fixed sum for the purpose. Again, when there are buildings such as public hospitals, schools and homes for children to be erected, the advice of competent women in regard to the plans should be sought and accepted. Given their advice, we should not have quarters for babies so arranged that they get the whole of the easterly wind in winter and no sea breeze in summer. The same may be said of the quarters for the heads of staffs. Again, kitchens and dining rooms are placed where they get the whole of the morning sun and a good deal of the afternoon sun, while the vegetable room and stores get all the sea breeze.

Hon. W. C. Angwin: Is that at the hospital?

Mrs. COWAN: I am speaking of the plans made by the Architects' Department.



Probably the Minister does not know that the planning of public buildings is sometimes done on those lines.

The Minister for Works: I reprimanded those who did that.

Mrs. COWAN: I am glad of that. It was well deserved. It upsets one to go through a building like that and realise how badly it was planned. Then there are the nurses' quarters, which have no shelter over the windows.

Hon. W. C. Angwin: They have iron buildings in Kalgoorlie.

Mrs. COWAN: The hon. member always seems to take the greatest possible objection to my remarks. He has his own views, and I think he might sometimes allow me opportunity for airing mine; they are generally in the interests of a portion of the community who cannot look after themselves.

Hon. W. C. Angwin: It is generally the opposite way where you are concerned.

Mrs. COWAN: I do not propose to debate that question.

Hon. W. C. Angwin: Women who want assistance never get it from you.

Mrs. COWAN: Again, there are the detention quarters for boys and girls at the State children receiving home. That place has never yet been provided with adequate comfort or with proper arrangements for the special types of incorrigible children, and I am hoping that something will be done in that respect in the near future. The Minister will not mind this criticism, because when things are brought under his notice he is always most considerate, and I am sure he will realise that what I say is in the best interests of the children, and therefore of the State.

Hon. W. C. ANGWIN (North-East Fremantle) [9.8] Several of those who have spoken to-night do not understand the Works Estimates at all. The Works Department merely carries out works asked for by other departments. The member for West Perth (Mrs. Cowan) has been dealing with the Charities Department. The Works Department does no work for that department except what is requested through the Colonial Secretary.

Mrs. Cowan: I think, Mr. Chairman, you would have called me to order—

Hon. W. C. ANGWIN: Let the hon. member take her seat! I am in order all right. Is it not amusing to hear an hon. member say "Please Mr. Minister for Works will you provide more ventilation and put the court in which I sit for an hour a week in better order than it is"? What about the children who go there? The hon. member cares very little about them. She talks a lot, but does nothing.

Mrs. Cowan: I do more than do you.

Hon. W. C. ANGWIN: My work in regard to the children speaks for itself. School buildings, work for the Lands Department, work for the Health Department, work for

the Police Department, are all requested of the Minister for Works by the various Ministers concerned. I do not know how the present Minister for Works finds it, but my experience was that every other department had to be served first, and if anything were left over, the Works Department could have it.

The Minister for Works: There is never anything left over for me.

Hon. W. C. ANGWIN: No, the Minister for Works generally has to do his work out of the deficit. If hon. members will peruse the Estimates, they will find that the Vote for the Works Department has increased by something like £20,000 this year. The actual Estimates show a decrease of £17,000, but when we turn to the Property Trust Account we find an increase of nearly £38,000 for the Works Department. School buildings are not detailed, but they are carried out, so far as funds will permit, at the request of the Education Department. The Royal Commission on Education said the construction of school buildings should be passed over to the Education Department.

Mr. Teesdale: So they should.

Hon. W. C. ANGWIN: If the school buildings were passed over to the Education Department, they could not erect one building more than money was provided for. It is a good job we have a Minister for Works who will watch the expenditure in the Education Department. It would be a bad system to allow each department to carry out the various works it requires. One department only can properly carry out all the works. The Works Department customarily is abused for not providing larger sums on the Estimates. I should like to see the Estimates increased if possible, but we know that it cannot be done. We are to have a £500,000 or £600,000 deficit this year. Is it possible for the Minister to carry out more works than are provided for on the Estimates without increasing taxation? Of course it cannot be done. The deficit is quite high enough as it is. Go where one will in the Eastern States, he is told that Western Australia is in a bad way, and is asked what is to be done about it presently.

Mr. Davies: It is largely due to the help we have given the Eastern States.

Hon. W. C. ANGWIN: That was many years ago. On my recent trip I was frequently asked "What is Western Australia going to do presently?" Of course I had to back up our Premier and point to our sinking fund. I said to them, "If you had a sinking fund such as we have, you would be worse off than we are."

Mr. Teesdale: We have a bit of credit left yet.

Mr. O'Loughlen: Not so much as have the other States.

Mr. Teesdale: We are refusing money every day.

Hon. W. C. ANGWIN: It will be found that, having regard to the funds at his disposal, the Minister for Works has done about

as much as can be expected of him. We have here a very large increase in the schools vote as against last year. That comes out of loan money, which hon. members do not realise. These items shown here are goods—

Mr. Underwood: Secondhand typewriters.

Hon. W. C. ANGWIN: Anything they can get hold of is sold. It was paid for out of loan money, and the transfer is often merely a book entry, the thing not being sold at all. Indeed, it is doubtful if the money is in the Property Trust Account, because so many of the items are merely transfers from one department to another, but the department have been credited with the cost of the goods which have been paid for from loan moneys, whereas the money was supposed to be used to carry out other works. In the circumstances I do not see that much more could be done by the Minister. Like the Ministers in control of other departments he has no power over salaries. When speaking on the Estimates generally I pointed out that salaries in this department had increased by £5,000 to £6,000, but the Minister has no power over that increase. The total vote from Consolidated Revenue shows a decrease of £17,000, but on the Property Trust Account there is an increase of £33,000. I would like to see more work carried out than is provided for in the Estimates, but there is not a member in this House who could put up a case justifying additional expenditure. I want three schools and a number of roads in my district, but it is useless to take a deputation to the Minister. The Minister will not undertake the erection of any school unless the Education Department order it.

Mr. O'Loughlen: Do you think the Public Works Department is over-manned?

Hon. W. C. ANGWIN: Not at present.

Mr. O'Loughlen: Are there no spare engineers?

Hon. W. C. ANGWIN: There are very few engineers at the present time. I wish to refer to the remarks of the member for West Perth regarding the need for verandahs for the nurses' quarters at the Perth Hospital. When I was Minister for Works I was requested to provide verandahs for these quarters, but when I went to Kalgoorlie and saw the state of the quarters there—a much hotter climate, galvanised iron buildings on the barrack system, and much worse conditions generally—I said it would be much wiser to spend the money there. At that time there were no verandahs at all. The nurses in Perth are in Heaven in comparison with those at Kalgoorlie.

Hon. P. Collier: Or any other of the gold-fields.

Hon. W. C. ANGWIN: Yes. We should provide improved accommodation for those on the outskirts of civilisation who are working under much more trying conditions before contemplating expenditure for verandahs to the nurses' quarters in Perth. The nurses at the Perth Hospital have splendid quarters and ought to be well satisfied.

Mr. SAMPSON (Swan) [9.18]: These Estimates indicate the use of the pruning-knife and show clearly that the Minister is sincerely anxious to practise economy. With other speakers I regret that in view of the present position of the finances it has been found necessary to keep the figures down so low. Still the difficulty is great and because of the difficulty I think we should congratulate the Minister in that he has recognised it and reduced his Estimates, although I must acknowledge that I feel a good deal of regret that more generous treatment is not given to the road boards.

Mr. O'Loughlen: You have had the Minister at Kalamunda at week-ends and have done pretty well.

Mr. SAMPSON: I regret I have not had the Minister out. I would also like to take the hon. member out and show him some of the difficulties the local authorities have to face. The maximum subsidy allowed to any road board is £300 on the basis of 5s. in the pound. When an amount of £1,200 has been collected it is impossible for a road board to receive any further subsidy. Notwithstanding the fact that some road boards are rating their lands above the maximum allowed by the Act—this may be done with the permission of the Minister—the maximum subsidy which any road board can receive, no matter what amount of rates is collected, is £300. When one realises the immense areas and the many miles of roads which these local authorities have to maintain, it is not surprising that they find it difficult to keep the roads in good order. Reference has been made to the burning out of culverts in the South-West during the summer. I suggest that the use of the Hume pipe might overcome this difficulty. My chief reason for speaking to-night is to refer to the license fees. I express my deep appreciation of what the Minister has done regarding the distribution of the license fees. I think every member will support me when I say that his action represents a step in the right direction. But the Minister should go much further. At present certain road boards and municipalities in the metropolitan area receive a certain amount of money, but local authorities outside the metropolitan area receive no share of it. Their only receipts by way of motor license fees are the amounts collected locally. The step which the Minister has taken is a very good and very fair one, one that has done much to equalise the distribution, but I would like him to consider the question of the collection of all motor license fees throughout the State and the distribution of them on either the basis of revenue or the mileage or something between the two. I have no desire to be parochial, but some of the most popular motor runs are those to Mundaring Weir, Kalamunda and Armadale, and these districts do not benefit by receiving any reasonable portion of the license fees. To some extent the Greenmount road board benefits, but only slightly. Many miles of the York-road, which

is under the Greenmount road board, are used by motorists and no benefit is received by the board in the way of license fees. The same applies to the Darling Range road board with respect to the road to Kalamunda, and the Gosnells and Armadale-Kelmscott boards with respect to the road to Armadale. It would be just as reasonable to say that the motorists who live in such towns as Narrogin, Wagin and Katanning, having the advantage of roads outside those municipalities, should not pay something towards them. The road boards in these districts should receive some portion of the motor license fees collected there. Thus the main centres would not be the only ones to benefit; the outlying districts which always bear so heavy a burden would receive some benefit also. The Minister's proposition is a splendid one and since we admit that it is fair and equitable, he should extend the principle so that the country districts might benefit in the same way. I sympathise with the Minister in that the financial stringency does not permit him to be more reasonable.

The Minister for Works: I am reasonable.

Mr. SAMPSON: But the figures are unreasonable. The Minister has been compelled by reason of the financial stringency to be very severe with pruning-knife. In that respect I sympathise with him. In conclusion I trust that the Minister will extend the area which is to benefit from the license fees collected.

[Mr. Angelo took the Chair.]

Mr. SIMONS (East Perth) [9.26]: In connection with the amount set apart for public works I think every member will agree that in times of financial stringency we cannot expect to get for each of our electorates the things which our constituents desire. At the same time there are some electorates in which certain works are of such pressing urgency that they should be set down as necessities which cannot be avoided by any proper administration. For instance, when we see a constituency such as East Perth half-starved and almost butchered through the abolition of bridges and the wiping out of crossings which had been in existence ever since Perth was first surveyed, and see a community which should be pulsating with progress practically strangled, I think, without being parochial, we might fairly claim that matters of this kind need attention as matters of public urgency.

The Minister for Works: Which bridges have been abolished?

Mr. SIMONS: There is no proper crossing between Pier-street and Mt. Lawley. Every Sunday the crossings between Mt. Lawley and Perth are locked. No other civilised community in the world would tolerate that sort of thing from Ministers.

The Minister for Works: That concerns the Railway Department.

Mr. SIMONS: They are forced to do that because the Works Department have never

carried out the construction of the bridges which were promised by a previous administration.

The Minister for Works: You are quite wrong.

Mr. SIMONS: The plans were prepared and repeated deputations have left the governmental authorities with promises that these conditions would be remedied. The promises were made but were not honoured. We do not lay the whole of the blame on the present Minister, but the present administration has for 15 years in one phase or another neglected the crossing question at East Perth. East Perth is becoming one of the industrial centres but it cannot continue to progress while this policy of strangulation continues. It is a matter in which human life is involved. For many years we had a system under which, when the big railway gates were shut the pedestrian gates were also locked. Now, however, while the big gates are locked the pedestrian gates are left open, and people crossing the line and thinking from force of habit that gates being open, everything is right, are being smashed to pieces.

Mr. O'Loghlen: We escaped only by a whisker last night.

Mr. SIMONS: At a time such as this when we are yearning for population, anything affecting the lives of our citizens should receive the attention of each and every one of our Ministers. Whilst I do not wish to be a Cassandra prophesying disaster I do hold that the Government by locking these gates are issuing a gilt invitation to death to large numbers of people. This is a public works matter which requires immediate attention.

The Minister for Works: It is not a public works matter.

Mr. SIMONS: The saving of human life is a job for every Minister, and I am going to talk about that until something is done in this direction. There is another point to which I should like to make some reference. We have along the foreshore on both sides of the river, from the Causeway to the Bunbury bridge, a series of swamps and a stretch of country which can only be classified as morass. These places are the breeding grounds for mosquitoes.

Mr. Latham: Surely not!

Mr. SIMONS: I am vitally interested in mosquitoes. None of my constituents get a decent night's rest between the 1st November and the end of April.

Mr. Thomson: And they do not let you rest.

Mr. SIMONS: That is so. There is a sequence of trouble. The mosquitoes do not let my constituents rest, they do not let their member rest, and I am not going to allow the Minister to rest. We will pass this on until we get something done. Every other Minister has dallied with this question, but not one of them has done anything. My object is to have the mosquito wiped out. In order to have the work effectively done it should be in the hands of a man of execu-

tive ability, and the Minister for Works himself is that man. I do not endorse everything he does, but because I sit opposite to him I am not going to withhold the credit that is due to him. He is one of the few Ministers who possesses executive ability and who knows his job. We want a man who can organise, can conceive a plan and execute it. I should like to see this question of dealing with the mosquito plague placed in the hands of the Minister for Works until some relief is accorded to the people. In some departments the permanent heads control the Minister, and it is refreshing to find a department in which the Minister is in control. Because of that position I should like to see him take on this work. Many people laugh when mosquitoes are mentioned, but their hides are so thick that they cannot feel them. I am speaking in behalf of those who are human, who have babies and wives suffering tortures and distress for the six months during which the mosquito plague is with us. This is a very serious matter. Dr. Saw, who has made a study of this subject, says that centres in other parts of the world have been practically depopulated because of the plague of a certain type of mosquito. We have that type in Perth. We cannot repeat too often that it is the duty of the Government to step in and prevent any possible outbreak of disease. When the influenza epidemic broke out the Government had to face the whole expense of putting it down. A sum of between £30,000 and £40,000 had to be paid to do this. If it is the function of the Government to find as large a sum as that to stamp out an influenza epidemic it is obviously the function of the Government to prevent such epidemics from breaking out in the first place. A sum of between £5,000 and £6,000 spent in the prevention of disease might easily save the country £50,000 as well as many valuable lives, to say nothing of discomfort to citizens resident in Perth. I hope the task of eradicating mosquitoes will be taken on by the Minister for Works, with the co-operation of the local governing bodies concerned. With regard to the reclamation of the swamps to which I have referred, a scheme could be involved which would mean additional revenue to the country. Between the Causeway and the Bunbury bridge, on both sides of the river, there are valuable foreshores which could be reclaimed at a comparatively small outlay by means of a system of dredging. The main channel of the river could be widened and deepened, and as a result of such reclamation we would obtain perhaps 200 acres of land in close proximity to the city, which would be available for factory sites and other purposes. The site is unique. It is close to the railway system and water transport, the latter being the cheapest form of transport known. The dredging operations need not go below three feet, and we should probably reclaim at least 200 acres of valuable land. In addition to reclaiming that area, upon which warehouses and factories could be erected, we should be

destroying the breeding grounds of the deadly mosquito which is at present invading Perth. I commend the scheme to the notice of the Minister for Works as one that would confer a great boon upon our citizens, and also as one which would be the means of adding considerable wealth to the community. Another matter to which the Minister might in the future give serious consideration is that of co-ordinating the different Government buildings in which at present the departments are housed. There is something wrong with the system of Government under which the departments administering the affairs of State are allowed to sprawl all over the city. It is wrong that a visitor from the country or a newcomer to this State should have to wander all over the city in search of some department with which he wishes to do business. Some of the departments have not even their own sub-departments in the same thoroughfare. A scheme should be formulated upon some definite system, which will overcome the present difficulty. Plans should be prepared for a building that would enable the Government to house their departments in a more convenient manner for the public, so that when the opportunity arose such plan could be carried into effect. The scheme might be based on the erection of a 10 or 12 storey building in which could be housed the whole of the departments at present carrying on the government of the country. Perth and Fremantle represent the front door of our country. People visiting our shores from abroad gain their first impressions of Australia when they land here. We are the front window of the Commonwealth. It is our function and our duty, as keepers of the front window, to present our country in the most favoured light. Let me picture the effect upon the imagination of a newcomer if he saw a tremendous building of 10 or 12 storeys situated in the heart of the city. It would give him a wonderful impression of the resourcefulness of the country, which had sufficient faith in its prospects to put up such a building, and which also had the necessary backing of the people. Everybody who sees the magnificent post office that is now going up is greatly impressed. Buildings like that leave a lasting impression upon the visitor, and first impressions count for a great deal. A man might be coming to Australia looking for an avenue in which to invest money, or for a State in which to make his home. After visiting Western Australia he might go on to the other States, and not feeling satisfied with what he saw there would recall his first impressions of Perth and return to Western Australia to make his home. Of course the finances of the State would not permit of such a work being carried out for the present, but some co-ordinate plan should be laid down along the lines I suggest, and in the meantime not a penny should be spent on additions or alterations to existing Government offices.

Mr. Lambert: We should sell the lot.

Mr. SIMONS: Yes. They are a reflection upon the architectural talent we are supposed to have in Western Australia.

Mr. Lambert: A monument to ignorance.

Mr. SIMONS: They constitute a sprawling monument to ignorance, whereas a building such as I have suggested would be a monument to majesty and constructive genius. The old post office will be vacated in the near future, and if we took the area between Barrack-street, Cathedral-avenue, Hay-street, and St. George's-terrace we should have a block sufficiently large upon which to house all our Government departments.

Mr. Mann: Do you think it would be big enough?

Mr. SIMONS: Yes, because the sky is a long way off, and the buildings could consist of 10 or 12 storeys, if necessary. The building itself would constitute a valuable advertisement to the State and would be a monument of utility. In that building there could be housed 6,000 or 7,000 employees. That would mean there would be a constant stream of traffic going in and out of the building, through people transacting their business. The business premises opposite would be enhanced in value, through the stream of traffic passing all day long to that point. The duty of the Government would be to compulsorily resume all the land opposite the Government offices, for we should not allow private enterprise to benefit by the unearned increment which the erection of such an important structure would bring about. Such a scheme is not too big for those who have any conception of the future possibilities of Western Australia.

The Minister for Works: It is not big enough, but we have not the money.

Mr. SIMONS: We should have the plans prepared, and we may yet get the money. If we aim high we shall get somewhere, but if we aim low we shall miss everything. That should be the policy actuating us all in the conduct of public affairs. Such a work would not be for the immediate future, but there should be a definite scheme laid down towards which we could work. We have either to retrogress or push on, and we cannot push forward intelligently unless we are working on some well defined plan. I would advise the Minister to go slowly with the scheme of school buildings outlined by him. If we have buildings which are half a school and half a dance hall we shall not get proper administration. There will be constant irritation between the two parties concerned.

Mr. A. Thomson: Such buildings will be of great benefit in the country districts.

Mr. SIMONS: There will be constant interference with the discipline of the teachers, and there will be divided control over the buildings. The authority of the department would always be in question. Once the discipline of the teacher is destroyed the whole spirit of the school will be affected. Although we may save a few pounds under such a scheme we shall lose in

other directions, because of the lack of proper control and discipline, and because of the irritation which must occur between the two controlling parties.

The Minister for Works: You are becoming pessimistic.

Mr. SIMONS: Not at all, but we should not go too far in this matter. We should not spend too much money upon a scheme which some future Government may have to abandon.

Mr. Latham: It is a good scheme for the country districts.

Mr. SIMONS: I hope the Minister will avoid the error of putting up small schools capable of housing perhaps 20 or 30 children. That is an obsolete method of education. A school which is staffed by a teacher who is only regarded by the Education department as fit to teach 20 or 30 children is not a school capable of giving a decent form of education to the children of the farmers. The whole policy of the Government should be to come into line with other newly settled countries such as Canada, where they are abolishing hundreds of small schools because they consider they do not serve such a useful purpose as the larger schools. Our rural education should be conducted along the lines of larger schools and greater educational facilities. The money saved in concentrating the education of our children at centres could be utilised in the direction of providing motor or other transport for the children. A school built for 150 children will offer greater scope for education than a school built for only 20 or 30 children. I hope the Public Works Department will discourage the idea of these small and insufficiently equipped schools.

The Minister for Works: The size of the school is determined by the Education Department; and we are only the mechanics to carry out their wishes.

Mr. SIMONS: The wisdom of the Public Works Department might be directed to sway the ideas of the Education Department in matters of that sort. Another point in connection with the Public Works Department, and one in connection with which the Minister's guidance would be very valuable, is the question of a uniform road policy throughout the State. In discussing roads I desire to commend the foresight and enterprise of the Minister in having that magnificent road constructed between Fremantle and Mandurah. It is a very fine piece of work, a work excellently carried out, and it is serving a very great purpose for a large section of the community.

Mr. McCallum: It is falling to pieces already.

Mr. SIMONS: What I saw of it was very well constructed.

Mr. McCallum: What I saw of it last Sunday was falling to pieces.

Mr. SIMONS: My experience of it is that it is one of the best constructed pieces of road in Western Australia; and I last saw it about six weeks ago. In connection with

the road system, it is a matter of public urgency that some standard road construction should be adopted throughout the State. Say that 260 miles of high road were constructed by the Government between Perth and Albany, constructed to a set design and on a set plan, and with ingredients of equal parts, throughout its length. When one comes to think of the development of motor activities and remembers that to-day there are in Western Australia possibly 5,000 motor cars, whereas 10 years ago we had not more than 200 or 300, then, looking 10 years ahead, we must picture to ourselves this State as probably having 20,000 or 30,000 motor cars operating in its various districts. We must consider the part which the motor transport is going to play in the development of the State. That part cannot be played effectively unless we have proper roads leading to the outside centres of population. It is no use allowing one road board to build on a certain plan, and then to have the road continued on a different plan from a certain point onward. The policy we want is one which will give us uniformity of construction. The State engineers should draw up the plans and supervise the construction. If a modern motor road is to be constructed on proper lines, it involves the use of road making plant which is very expensive to purchase, quite beyond the powers of any road board in Western Australia.

The Minister for Works: Oh, no!

Mr. SIMONS: It is, absolutely. I differ from the Minister on that point, although I hate differing from a man of such sound experience. To get a modern road making plant to construct a proper high road economically is beyond the means of any road board in this State.

The Minister for Works: A matter of £200!

Mr. SIMONS: No. The Minister is right out of it on that point—20 years behind the times, I am sorry to have to say. In any case, the position is that even supposing one municipality between Perth and Albany had the means of purchasing a sufficiently good plant, it is against all the laws of economy to expect every municipality and road board throughout that stretch of country to buy a separate plant. The scheme should be to buy perhaps two sets of road building machinery, and operate from both ends on uniform lines. That is the economical and sound way to build a modern road. I differ from the Minister on that point. Perhaps there are 15 local authorities between here and Albany. That would mean 15 different sets of ideas and 15 different plans for one high road. It would be just like the Tower of Babel, it would be a road of Babel. Therefore I say we need a statesmanlike road policy to meet the requirements of the State. It is no use carrying on in the future as we have carried on in the past, letting each municipality and road board go on in its own foolish way, with the result that we have not got between Albany and Perth 60 miles continuously of good road—and this is the only State in the

civilised world of which such an assertion could be made.

Mr. Pickering: We have not got six continuous miles of good road.

Mr. SIMONS: I am liberal in my estimate. Those are some important points which I hope will commend themselves to the serious consideration of the Minister.

Mr. A. THOMSON (Katanning) [9.52]: I fear I shall have to strike a discordant note. I listened with much interest to the remarks of the last speaker, and I must congratulate the Minister in charge of these Estimates on the fact that he has been able to fulfil the promise he made on taking office, that he would reduce to a minimum the amount paid by the State to private persons by way of rental. I also wish to endorse the suggestion of the member for West Perth (Mrs. Cowan) that the committees in charge of various public buildings, such as public hospitals and schools, should be given greater power to expend money in the making of what may be termed minor repairs. The present system is that a schoolmaster, for instance, noticing that something requires attention, writes to the Education Department, who communicate with the Public Works Department, who pass the matter on to their district supervisor, who thereupon communicates with the Minister for Works.

The Minister for Works: The committees can spend up to £5.

Mr. A. THOMSON: That is a very small amount.

The Minister for Works: It will be increased very shortly.

Mr. A. THOMSON: I am pleased to hear it, because I consider it a step in the right direction. The Minister has said that he intends to introduce a main roads Bill. If he does so, it will be another step in the right direction.

The Minister for Works: I am sorry to say, not this session.

Mr. A. THOMSON: Having regard to the state of the finances and the high cost of money, the Minister is wise to stave off that Bill, provided the matter is not lost sight of. Money raised purely for conversion purposes to repay loans raised at 3 per cent., is now costing us in London 6 per cent., with a premium of £4 15s. Without being a pessimist, I think the Committee would do well to give serious consideration to the financial question. Let me touch upon a remark made by the member for Leederville (Capt. Carter) in dealing with the schools. I am not going to be parochial or selfish, but in the Katanning State schools the seventh standard has for the last two or three years been meeting in a room which was intended for a lavatory, a place where the boys could hang up their hats and coats and wash their hands. That is due to the overcrowding of the school. If other portions of the State have to go without school facilities, the people of the Katanning district are prepared to accept

their share of hardships. I congratulate the Minister for his excellent policy in combining agricultural halls and schools. I do not agree with the member for East Perth (Mr. Simons) that the experiment is one that should not be pushed too far. In my opinion the plan is a very wise one. It sometimes happens that the Education Department, on the one hand, refuse to erect a school, because they consider there are not sufficient children in the district, and the people in the district can hardly be expected to put their hands in their pockets in order to provide educational facilities, though in a great many instances they have done so. I know that in various portions of my electorate the parents, in desperation, have erected buildings where the children can receive schooling. At times I have had great difficulties with the Education Department even to get teachers. There is a school in my district where the settlers are willing to give the teacher the best accommodation they have. But the average settler in that area has not a five or six-roomed mansion. I know that in one case the parents are prepared to put their children out to sleep in a tent, and give the children's room to the teacher. But that accommodation is not good enough for the teacher. The lack of residential quarters in connection with the school has deprived the children of the services of a teacher since last June. On the other hand, I recognise that the Education Department are also faced with difficulties. Now, turning to these Estimates, I find that the Minister proposes to spend £108,755, of which amount salaries represent £66,818. Probably the Minister will tell me that there are Loan Estimates to come on at a later stage. The Premier has boasted that despite the fact of no public works being in progress, there are no unemployed. I hope that the system disclosed by these Estimates will not be continued. We know that certain economies have been effected, but we must realise that overhead charges continue in the same ratio as before. According to these Estimates, the expenditure of £39,937 on works will involve the expenditure of £66,818 on salaries.

The Minister for Works: That is absolutely wrong; £10,850 is the correct amount.

Mr. A. THOMSON: But we have here, on page 64 of the Estimates, Under Secretary £636, Engineer-in-Chief £1,300, Engineer for Water Supply £900, salaries and allowances £19,310, Principal Architect £708, salaries and allowances £3,682—

The Minister for Works: There are recoups which bring down the salaries shown on these Estimates to £10,850.

Mr. A. THOMSON: I can only deal with what appears before me in these Estimates. Of course I admit that £29,005 will be recouped from Loan Funds, and £8,320 from Trust Funds. At any rate, that is the interpretation I place upon the figures, and it seems to me that our overhead charges are considerably more than they should be.

The Minister for Works: According to you, there are £66,000 in salaries to spend £40,000 on works.

Mr. A. THOMSON: I can only take the Estimates as they appear before me.

The Minister for Works: The position I have put to you is the right one.

Mr. A. THOMSON: It is my intention to move later on that the Estimates be reduced but not in the direction attempted by the member for Nelson (Mr. J. H. Smith), who contended we should spend a million or two more. I contend we must get full value for every shilling we spend, and I believe that the Minister for Works endeavours to see as far as possible that the State gets that full value. At any rate, if hon. members speak to him privately, they will get information to confirm their opinions that we are not getting full value for the money we spend. I give notice of my intention to move to reduce the Estimates. I recognise that the Minister has done excellent work and has to carry out instructions received from various other departments. We cannot go on as we are doing at present. We must reduce our expenditure, especially in view of the fact that last month we went to the bad to the extent of £180,000, and already we are within a few thousand pounds of the Treasurer's estimated deficit for the full year.

Mr. MUNSIE (Haunans) [10.2]: A good deal has been said by members regarding the Estimates, expressing the desire that they should have been increased, instead of reduced. Other members have complained about the expenditure. A lot has been said regarding the Minister for Education and his promptness in providing schools where they are necessary.

Mr. A. Thomson: He is not too prompt in some instances.

Mr. MUNSIE: That is my complaint. During the 11 years I have represented my electorate, I went to that Minister some time back with the first and only request I have ever made for the expenditure of an amount in excess of £20. I want to get a school in one part of my electorate. I believe the Minister for Works has done everything possible to assist me to get that school. I have been at it for seven months and have not got the school yet. That shows that everyone does not get treated in the same manner. Regarding the Wooroloo Sanatorium, the Estimates show an amount of £346 less this year than was provided last year for renovations and improvements. Nine or 10 months ago a member of the Mine Workers' Relief Fund inspected the sanatorium. Complaints were received from patients, and he forwarded a recommendation that more shelter should be provided at the eastern end of the three wings to protect the sleeping accommodation from the weather. I inspected the sanatorium and received complaints from the patients that the necessity for the shelter was accentuated during the winter months. If there is a squally day, the rain beats on to the beds, which become thoroughly wet.

Eight months ago recommendations were put forward for the provision of extra shelter for the protection of the beds, yet, according to the Estimates, practically £350 less is provided. That necessary improvement is not yet commenced. I hope the Minister, if the recommendation has reached the Public Works Department, will see that the work is proceeded with at once. Probably that protection is not needed so much during the summer months, but I would urge that the work should be completed before next winter.

The Minister for Works: It can be done now, but it should have been foreseen when the buildings were designed.

Mr. MUNSIE: I agree with the Minister on that point. Before the buildings were completed, during a conversation with Dr. Mitchell, it struck me that this matter should be attended to. Dr. Mitchell believes in open air in the interests of the patients and the result was that nothing was done at the time. I hope the Minister will see that provision is made in the near future. There is another item in the Estimates dealing with the Agent General's house in London. To date a little over £7,000 has been spent in connection with that residence. On the figures presented to members, it must be a most extravagantly furnished house. Last year £2,938 was spent and there is evidence in the files which have been tabled that furniture was purchased in the house itself totalling £793 18s. 10d. In addition, about £400 worth of furniture was taken from Savoy House. The house and land were purchased for about £3,000. The furniture cost nearly £4,000. The Estimates provide for the expenditure of £800, or nearly £16 per week, for maintenance. I would like to get an explanation of that item. I believe the place could have been rented for less than that figure. This is a matter that is worthy of some note. We have purchased the house and land, paid for the complete renovation of the property, paid extravagantly for furniture, and then on top of it all, we find provision for £800 per year for maintenance.

The Minister for Works: That does not mean that there is £800 for maintenance every year.

Mr. MUNSIE: I want to know why that amount is on the Estimates.

Mr. Latham: Some of those champagne glasses must have got broken.

Mr. MUNSIE: Perhaps the £80 carpet square got a bit damaged and had to be replaced. If the House had had an opportunity of discussing the proposed expenditure, nothing like this amount would have been spent in the purchase of furniture.

Mr. MANN (Perth) [10.10]: I had not intended speaking on the Estimates, but the member for Hannans (Mr. Munsie) brought to my mind a matter in connection with the Wooroloo Sanatorium. About a year ago a delegation from the Miners' Relief Fund came to Perth and approached the Ugly

Men's Association with a view to raising £2,000. If the Ugly Men's Association raised £1,000, the Miners' Relief Fund undertook to raise another £1,000, on the understanding that the Government would contribute £2,000 to build a day room or recreation room for the patients other than soldiers.

The Colonial Secretary: That amount is already there and will be made available as soon as the goldfields people put up their £1,000.

Mr. MANN: I am glad to hear that, because the item does not appear on the Estimates.

The Colonial Secretary: That is because it has not gone on to the Minister yet. It is already waiting.

Mr. MANN: I am relieved to know that, because the Ugly Men's Association have raised their £1,000 and it is very necessary that this structure should be erected before next winter. At the present time the patients have no recreation room outside their bedrooms. I had intended to mention a matter in connection with the Children's Hospital, but I have referred it to the Minister and I understand that what I wish to draw attention to, will be provided for.

Mr. LATHAM (York) [10.12]: There are two matters I would like the Minister to take into consideration. I have listened to the verbal bouquets which have been thrown at the Minister. Some members seem to be experts in throwing those bouquets about and I do not intend to follow their example. In the agricultural areas, we find that two staffs are sent out to inspect various works, one staff being under the roads and bridges branch, and the other under the Water Supply Department. I suggest that the engineers in either of those branches should be capable of doing the work of the other staff; if not, they should not be in the positions they occupy. I would like the Minister to tell me why it is necessary to send an engineer three or four hundred miles into the country to inspect a work and to send another inspector the next week to inspect another work in the same district.

Mr. A. Thomson: That is because there is no co-ordination between the services.

Mr. LATHAM: In these days we must economise. We could save a little in that direction. I also want to ask the Minister if it is not possible to effect economy by having works carried out by the local authorities, to whom the necessary money could be handed over by the Government. The Minister knows the valuable work which is being carried out gratuitously by the local governing authorities. I recently brought under his notice the construction of a dam in a particular area, which cost over £900, and I am convinced that the whole work could have been completed by the local authorities for a little over half that amount. These small items come under the notice of private members, and where such matters are concerned, I think we could get as good service from the local authorities,



and thus effect economies. I am here to assist the Minister to achieve that end. We have heard a lot this evening about schools. I find that while the Education Department are prepared to give the necessary school accommodation in agricultural areas, to get a suitable building erected is out of the question. In our district we are waiting for three or four schools to be erected. The delay is causing the farmers a great deal of anxiety. Nobody wants to see the farmers' children brought up in total ignorance. This could be obviated if the Minister for Works would act upon the request of the Education Department and build the schools. Schools are costing from £300 to £400, which is altogether too much money for small buildings. Halls, much bigger buildings and equally well built, are being erected by local residents for £200.

The Minister for Works: Then why do not they build the schools?

Mr. LATHAM: Because they have not the time. Another thing, the inspectors and engineers running around add considerably to the expense. A lot of money is eaten up by the coming and going of those officials. The Education Department ask for certain minor repairs, and it costs from 50 per cent. to 70 per cent. of the money expended in getting the work backwards and forwards. That is wrong. By the time the engineers run around and report—

The Minister for Works: They do not run about on repairs to schools.

Mr. LATHAM: But I know that they do.

The Minister for Works: I say they do not.

Mr. LATHAM: It is well known that Mr. Woods visits the schools—

The Minister for Works: He is not an engineer, but a supervisor.

Mr. LATHAM: He is just as costly as an engineer; it is only the question of a name. We could get over that if we gave the local authorities some control of the work. They would do the supervising for nothing and the work would be done equally as well as it is now and under a far less costly system. I do not wish to see the vote reduced. I should prefer to see it increased, but I do not want to see money wasted.

Mr. MONEY (Bunbury) [10.18]: The Committee seems unanimous as to the necessity for roads. I am not one of those who think that by mere legislation we can obtain road construction. Unless the work is efficiently carried out, legislation is useless. Two years ago the necessity for co-ordination between the departments was ventilated. No action has yet been taken. There has been considerable unemployment in the Railways during the past few months. A great portion of the material for road construction will have to be carried by the railways. I know that the Minister for Works has had considerable trouble in securing co-ordination between his department and that of the Railways. To-day it is within the province of the Minister to secure the advantage I am

going to refer to, namely, that the railways shall haul at cost price material for roads running parallel to the lines. This should be done at once. I am sure the Minister is with me in this. Without material and without assistance from the railways it is impossible to construct and maintain hundreds of miles of roads in the South-West. This assistance has been promised. If the Railways get out-of-pocket costs for this work they must be satisfied with the extra profits they will gather from the increased traffic which will result from the making of roads. It is only a small matter for the Railways, yet it means more to the South-West than ten new Acts of Parliament. It is construction and action that we want. There must be no further delay in this matter. It is not sufficiently appreciated what we lose annually through bad roads. A committee which has been sitting in the South-West estimates that it is costing two-thirds more for agricultural haulage than it would if we had good roads. The State cannot afford to wait longer for this promised assistance from the Railways in the construction of roads. I hope we shall be able to announce to the road boards of the South-West that they may have that advantage at once. We have many side-tipping ballast trucks lying idle; all that is required is an engine to pull them. Every pound spent in this direction means an increased capital value of £3. The Minister for Agriculture says he wants to help the farmer, but that the Works Department has control of the roads. The Minister for Works says, "You must see the Minister for Railways." I made this statement to the Minister for Railways in the House 18 months ago, but he said, "I look after the railways; what have I to do with roads?" It brings us back to the importance of co-ordination between the Works Department, the Railway Department and the Department of Agriculture.

The Minister for Works: I am prepared to co-ordinate with any of them.

Mr. MONEY: It is of no use one Minister being willing to co-ordinate if the others are not. We get tired of being bandied about from one department to another. Where is the Minister for the people? He should be here. We have suffered far too much through this want of co-ordination between departments. For seven years has this question of co-ordination been talked of. One glaring instance of the costly lack of co-ordination comes to my mind. A deputation waited on various Ministers, asking that a drain should be deepened 18 inches at a cost of £20. The deputation went to the Minister for Works and was told it was not his concern, that it was the concern of the Minister for Railways. The Minister for Railways said he was perfectly satisfied with the railway drains and had no interest beyond them. The settlers were prepared to do the work themselves for £20. At last the Minister for Works came along and said he would get the Department of Ways and Works to do it,

and would pay the department for it. That department carried out the work at a cost, not of £20, but of £500, and when the work was finished the drain was no deeper than when it was started. All that had been done was to widen it, when as a matter of fact it required deepening. I can take any hon. member and show him that work, estimated to cost £20 and costing actually £500, notwithstanding which the drain remains at its original depth. A more shameful waste of money I have never known. I wonder how many hundreds of thousands of pounds have been wasted in the same manner. I hope there will soon be a waking up to this want of co-ordination which has endured for so long. With the backing that the Premier has, I am sure all these things could be done better now than ever before. It is up to the Premier, to the Minister for Works, and to the Minister for Railways to work together as one and make an improvement in all these matters, and at the same time put an end to the waste of public money.

[Mr. Stubbs resumed the Chair.]

The MINISTER FOR WORKS (Hon. W. J. George—Murray-Wellington—in reply) [10.27]: I do not think the hon. member who has just sat down is quite accurate in regard to the cost of that particular drain.

Mr. Money: I have taken your own figures.

The MINISTER FOR WORKS: Still, he is quite correct when he says that the Works Department estimated that the work could be carried out for £20, whereas it cost considerably more than that. However, having expended in the months that have gone by all the blasphemy I could call up for the purpose—

Hon. P. Collier: What are you doing with the responsible officer?

The MINISTER FOR WORKS: I have nothing to do with him; he is not mine. I felt very strongly about it and I will take care that it does not happen again. I am sorry that a number of those who have spoken during the debate are not here to listen to my reply. I have played many parts in my time, but I have never before been the Minister for mosquitoes. In regard to the main roads referred to by the members for Sussex, for Swan, for East Perth and others, those who were here last Parliament will know that it has been a dream of mine to bring in a Bill to deal with main roads. I am sorry it has been found impossible to bring it in this session, but I hope that after this evening's debate the Premier will find it in his power to allow me to bring down the Bill next year. If so, there will be no necessity for placing a heavy burden on the people, for the idea underlying the Bill, without being ambitious, is eminently practical. The member for Sussex referred to the Donnybrook school, which has a romantic history. I received quite a number of tenders for it, and I am pleased to hear that the school will be completed

at a cost of £500 less than the estimate. But I do not wish to repeat day work if I can help it. There are other small matters to which the hon. gentleman referred, but I do not intend to deal with them now. To ease his mind and the minds of his constituents I may tell him that the question of the Marybrook roads was discussed with the Repatriation Department to-day. The papers were left with me, and I shall see what I can do. The question of the Busseton jetty was dealt with recently, and I do not propose to say anything further about it at this stage. Various roads have been referred to; I have taken a note of them and shall look into the points raised. The member for Leederville (Capt. Carter) referred to the road to the North Beach. This is a matter for the local road board, although any assistance which the department can give will be given. The hon. member also referred to the drainage at Njookenbooroo. I do not profess to understand the aboriginal language, but if this means Herdsman's Lake I may tell him that we are as busy as we can be on the work of draining. We cannot put on any more men as we have all the shafts down, and men driving in both directions, and this work is being pushed on as rapidly as possible. Regarding the schools, the position is this: The Colonial Treasurer is the one who has to find the money. It does not matter how great the ambition of the Minister for Education may be or the willingness of the Minister for Works to construct buildings, unless the Treasurer can find the cash for the construction of the buildings, they have to wait.

Hon. P. Collier: I thought there was some unseen hand holding you back. It is the Treasurer.

The MINISTER FOR WORKS: No, it is not an unseen hand. Commonsense tells us that the Treasurer of any Government must be the final arbiter as to the expenditure of money.

Hon. P. Collier: Get a new Treasurer if he will not give you the money.

The MINISTER FOR WORKS: The Treasurer is doing what he considers to be right in the interests of the country, and he is the person to say whether the funds at his disposal will permit of the works required being carried out. Any delay which may occur has to be ascribed to the fact that the finances of the State must be very carefully conserved and every item of expenditure carefully considered. There is no question of dissension between the Minister for Education and myself or between the Treasurer and the Minister for Education. We know that however desirable it might be to carry out certain work, we cannot do it unless we have the money. All the talking in the world will not alter that position. If talking could bring me money I would be prepared to stand here and talk for 24 hours on end with only the very slightest intermissions but it will not, and no one can take any other view of the position. The hon. member

stated that the inhabitants of North Perth would do for £1,000 what the Public Works Department would require £1,800 to do. I have taken a note of that, and when we are in a position to proceed with the work I shall be only too pleased to effect a saving of £800 if I can get the work done as well as it would be done by the department. We have heard a lot about a comprehensive drainage and a comprehensive road policy. I am pleased to find that under the dark cloud which overshadows our financial position the hearts of the people still beat strong and that they are not even going to wait "till the sands of the desert grow cold."

Hon. P. Collier: That is right; go into the majestic solitudes.

The MINISTER FOR WORKS: The member for Nelson (Mr. J. H. Smith) indicated that he would move to reduce the Estimates by £1 with the object of intimating that £500,000 should have been provided for expenditure on the South-West. I regret that he did not remain to carry out his proposal. I am sorry that the member for Canning (Mr. Wydesdale) should have thought fit to introduce matters which may appear to be small, but which have a great bearing on the comfort of the people. I shall see whether anything can be done to remedy the matter. The member for Swan (Mr. Sampson) expressed an anxiety that the Government should increase the road board subsidy. It is impossible to increase it. I want to tell members who represent the agricultural areas, that with regard to the road subsidy, unless I am satisfied the local authorities have looked after the dams in their areas properly—tens of thousands of pounds have been spent by the State and a lot of the boards are not looking after these dams; they want the Government to do everything for them, even to putting a leather washer on a pump—the road subsidy of £300 will not be available for a lot of them. The Government are determined that the maintenance of the works done in the way of providing dams and drainage must be looked after by the people for whose benefit they were carried out. I mention this to country members because I want them to realise the position.

Mr. A. Thomson: Make it apply all over the State.

The MINISTER FOR WORKS: We shall do so. It was applied to my own electorate just prior to the last election, and it did not do very much good to those who opposed me. The member for Swan also desired to extend the distribution of the traffic license fees. Unless the Traffic Act is amended we cannot extend the metropolitan area any more than we can control the Mayor of Perth. The member for East Perth (Mr. Simons) with his great stature and wide experience gave me quite a shock and it made me feel that the enthusiasm of youth could—

Hon. P. Collier: Surmount all things?

The MINISTER FOR WORKS: Yes, and penetrate an old carcase like mine as

well. When he spoke about East Perth being half starved and butchered and so forth and I realised what a fine tall specimen of humanity the electors of that district have sent here to represent them, I could not doubt his earnestness.

Mr. A. Thomson: But he does not live in the district.

The MINISTER FOR WORKS: The hon. member spoke a lot about the co-ordination of departments as other members have done. It is desirable that there should be co-ordination. I think I am justified in saying there is no lack of co-ordination between the different Ministers. They are all standing shoulder to shoulder trying to do the best they can for the State.

Mr. A. Thomson: That does not apply to the departments.

The MINISTER FOR WORKS: I am reminded of the man looking in a shop window at tobacco marked sixpence and having only five pennies in his hand, and musing how hard it is to be poor. We have little money for the many works that are required and we realise how hard it is to provide for the necessary works. The member for Katanning (Mr. A. Thomson) quite unintentionally, I believe, has made a mistake. Members will find by referring to the Estimates that whereas the amount provided for salaries is £66,000, immediately under appears a note, that of the £66,000 a sum of £23,000 is provided under loan and £3,000 under Property Trust Account. This reduces the amount of salaries to £35,000, from which is deducted £907 for reconps, £15,000 which goes against the Goldfields Water Supply, and £3,000 which goes against other undertakings, leaving, with other small items, a net amount of £10,850. In my opening remarks I stated that the expenditure of the Public Works Department last year was £743,000, provided out of Consolidated Revenue, Property Trust, and Loan, and a sum of £66,000 for salaries is not an exorbitant sum for the handling of an amount like that. Members have referred to the Wooroloo Sanatorium. I have taken a note of their remarks. The Colonial Secretary has told the member for Perth that certain matters in which he is interested are being attended to. The member for Hannans referred to the Agent General's residence. The item £800 is for furniture and maintenance for the residence, which was purchased last year for £3,600. Two hundred pounds of the £800 was expended during the last financial year and could not be brought to account because of the late arrival of the schedules for recouping purposes. The other £600 is required to be spent this year, but will not be recurring expenditure. The full details have been asked for and are on their way out from London.

Mr. Troy: The money will be paid all the same.

The MINISTER FOR WORKS: I cannot say what will be done.

Mr. Troy: I am assured it is so.

**THE MINISTER FOR WORKS:** The member for York said that the school there had cost too much. We call tenders for our schools and these are carefully investigated. When a contract is let for a building it is necessary for someone to be there to see that the contractor carries out his duties. I do not think our cost of supervision is out of the way. Some of our estimates have been submitted to local architects, who have commented favourably upon them. Every endeavour is made to prevent the crossing and re-crossing of engineers, but it is impossible to make a shandy-gaff of the duties of the engineers attached to the Goldfields Water Supply scheme and the roads and bridges.

**Mr. Latham:** It was done at one time and could be done again.

**The Premier:** That was years ago.

**THE MINISTER FOR WORKS:** In reply to the member for Bunbury, who raised the question of the transport over the railways of materials for road making, I was glad to hear his remarks on the subject. He and I are in accord in thinking that we should get our roads constructed as cheaply as possible. Every endeavour should be made to save in that direction, and it is the duty of the Railway Department to assist in making good roads. Good roads enable more produce to be taken to the railways for transport. Settlers who are assisted in that way will provide more traffic for the railways. I thank the House for the manner in which they have received these Estimates, and for the compliments they have paid to me, though I feel these are perhaps more due to my officers than to me. It is satisfactory to know that there has been some little appreciation of the work done.

This concluded the general debate on the Estimates of the Public Works Department.

**Mr. A. THOMSON:** I want to be able to group the items 1 to 180 for the purpose of moving for a reduction.

**Hon. P. Collier:** Do that when we reach Item 180.

**Mr. A. THOMSON:** But once an item is passed, I cannot go back.

**The CHAIRMAN:** After all the items are dealt with the hon. member can move to reduce the total by any amount that he chooses to mention.

**Mr. A. THOMSON:** I will do that.

**The Premier:** Do it now.

**Hon. P. COLLIER:** I should like to mention the subject of the lighting of the "Hansard" box. Will the Minister say what officer designed the wonderful gallows arrangement that has been erected there? I have noticed men from the Public Works Department busy there nearly every day for the past fortnight, arranging and rearranging that extraordinary looking apparatus. It resembles a double gallows in front of the members of the "Hansard" staff. In its finished form it resembles two coffee tins, which have been stuck upon a pipe and painted black, in memory of either the dead

mentality of the House or the man who designed the job.

**Mr. Angelo:** I thought they were two halos.

**Hon. P. COLLIER:** This is the second attempt that has been made upon this work. I should like to know what the cost of this lighting arrangement has been. Two or three men have been here every day for several days past, first of all engaged in putting up some kind of plant which was afterwards removed, and then in putting up this present affair. The work reflects no credit upon the man who was responsible for it. Why should the men have bored into a beautiful piece of jarrah, and stuck in a dirty looking piece of pipe in order to affix lights thereto? The persons who carried out the work must have been devoid of any sense of the ornamental or of artistic taste. To look at the arrangement certainly offends one's sense of the artistic. Surely the Minister knows of some more presentable way of fixing brackets for lighting purposes than this form of double gallows. I shudder every time I look at it. I do not know what must be the feeling of the members of the "Hansard" staff, who have to do their work under it every night.

**Mr. MacCallum Smith:** You can imagine our feelings when we see it every time we look up.

**Hon. P. COLLIER:** I can turn my back upon it and decline to look at it, but that is not so with members opposite. I am certain the cost must have been at least £4 or £5, seeing the number of days that must have been occupied in putting it up. Now that it is finished it is the most unornamental looking structure I have ever seen. It is a desecration of the ornamental surroundings of this Chamber, and I hope the Minister will spend a few more pounds in seeing if something more presentable cannot be designed for the purpose than this ghastly thing that is facing us every time we look up.

**THE MINISTER FOR WORKS:** As to the aesthetic side of the affair, I fear I am to blame. The first affair looked a great deal better, almost statuesque. The installation originated from the fact that owing to the reflection of the lights overhead hon. members could not see. This defect was remedied by the acting Electrical Engineer. Thereupon it became necessary for the "Hansard" box to be supplied with an additional light, but that light must be such as will not absolutely blind the occupants of the front bench on this side. I do not know whether the "Hansard" reporters have complained to the Leader of the Opposition.

**Hon. P. Collier:** Nobody has complained to me.

**THE MINISTER FOR WORKS:** In that case the hon. gentleman's complaint is purely on the score of aesthetics. The main point is, does the light satisfy "Hansard"?

Item, Accountant, £456:

**Mr. CORBOY:** A footnote to this item states that the officer also draws £200 per

annum as sales manager for the State Implement Works. I understand that for some considerable time the officer has been giving the whole of his attention to the implement works, and not actually performing the work of accountant in the Public Works Department at all, and that that work in fact has been and is being performed by other officers at the Public Works Department. If that is so, his salary should be charged up to the implement works, and not made a charge on the Public Works Department. Moreover, the officers doing the accountant's work at the Public Works Department should be recompensed for it. The salary should not be paid to a man who is working for a different department altogether.

The MINISTER FOR WORKS: The hon. member is not correctly informed when he says that for some considerable time the officer in question, Mr. Brodribb, has been giving the whole of his attention to the State Implement Works. As regards his salary, the implement works will not escape being charged the full value of his time. Early in the financial year, and early in the calendar year also, I found it necessary, with a view to booking up the business of the implement works properly, to send a man round the country with the sales manager, firstly to refute much misrepresentation and many lying misstatements made by the enemies of those works, and secondly to counter the concentrated opposition which we were experiencing from the Sunshine Harvester Works of Victoria, and thirdly to establish a proper business relation between the various agencies in the State and the implement works. The result has been satisfactory. During the last month or two Mr. Brodribb has been giving the whole of his time to the State Implement Works, from the point of view of financial considerations. The implement works have had an increasing trade, and consequently require an increasing trade capital, especially as they sell on terms. I have sent Mr. Brodribb to look after the implement works in order to watch over every penny and thus obviate as far as possible the necessity for making at the present juncture heavy drafts on the Treasury. As regards the officers who have been carrying out the accountant's work in the Public Works Department, they will be properly looked after when the matter is finally settled up.

Mr. Corboy: That is the assurance I wanted.

Item, Perth Government House and Albany Government Cottage, £2,000:

Mr. TEESDALE: We are not justified in maintaining the cottage for the Governor at Albany. It amounts to a scandal. If the Governor wants to go down to the seaside, let him do so at his own expense. It is a scandalous shame that the Committee should be asked to pass such an item, especially coming on top of what we have heard regarding the Agent General's house in London and the £800 a year provided for maintenance. The public

are sick and tired of this sort of thing. Fancy spending £2,000 to enable the Governor to go down to Albany for a month or two. We should move for the deletion of the amount and if the Governor wants to go there, the payment of such an amount should be his own funeral.

Mr. SIMONS: I support that suggestion. The Governor's residence at Albany would probably be occupied for only about ten weeks in the year.

The Minister for Works: The item covers both Government house at Perth and the residence at Albany.

Mr. SIMONS: I want to delete all reference to the residence at Albany. If we supply the Governor with a residence in Perth, that should be fulfilling the obligation upon the public. We are asked to vote £2,000 while at the same time we are starving the Perth University. If there is £2,000 to spare, let us devote it to assisting the students at the University. This thing amounts to a scandal. I move an amendment—

That the item be reduced by £500.

Would I be in order in also adding to the amendment that the money should be devoted to the University funds?

The CHAIRMAN: The hon. member cannot do that.

Mrs. Cowan: We should give it to the Workers' Educational Association.

Mr. SIMONS: I would be agreeable to devoting it to any utilitarian purpose, but we cannot do that, apparently.

Mr. LAMBERT: His Excellency is fulfilling his office in a most efficient manner, but, at the same time, I think he would be one of the first to admit that owing to the condition of the finances, economy must be effected in what must be regarded as the more or less spectacular positions. It amounts to a scandal that the Government should launch out in the direction of providing more than one residence for the Governor.

The Premier: We are not. The second residence was provided long before His Excellency came to Western Australia.

Mr. SIMONS: We want to wipe it out.

Mr. LAMBERT: If I know His Excellency at all, I feel certain that if he were told that, owing to the financial position, we, as a small State, could not afford to keep up these gorgeous institutions for his benefit for a month or two, he would be the first to agree that such an economy could be effected.

The Premier: You must wipe out the residence or maintain it properly.

Mr. O'Loughlen: Well, wipe it out.

Mr. LAMBERT: His Excellency is not one of those who is desirous of much frill. In that regard, he is different from other Governors we have had.

Mr. Teesdale: It is a pity he could not suggest this change himself.

Mr. LAMBERT: It is not a matter that His Excellency should be asked to suggest. Regard for the solvency of the State should

have suggested this before to the Government, without expecting the Governor to suggest such a course. I do not believe His Excellency would take exception to any such action. He has shown a keen interest in the affairs of Western Australia, and he would probably be the first to second an effort in the direction which has been suggested.

Mr. A. THOMSON: I have no objection to the item being reduced, but I strongly object to the amendment referring to Albany alone. Why pick on Albany?

Mr. O'LOGHLEN: Because the Vice-Regal cottage is there.

Mr. A. THOMSON: The Government purchased the residence there and it should be maintained.

Mr. Simons: We should let it and get a good rent for it.

Mr. A. THOMSON: Then let Perth Government House and get a bigger rental.

Mr. Simons: We should give the premises to the University.

Mr. A. THOMSON: I support the reduction of the item, but I think it should be divided between the two residences, and not be wholly taken from the Albany house.

Mr. O'LOGHLEN: There is no desire to do an injustice to Albany, but it has to be recognised that the State was more prosperous when the cottage was purchased for the use of the Governor as a summer residence. The Government should dispense with it. The Governor is one of those fortunate individuals in Western Australia who is not on the bread line and if he desires to spend a few weeks at Albany, he can well afford to pay for it. There is another aspect, namely, the expenditure incurred by the Governor, or on his behalf. I have the utmost respect for His Excellency who is a genial old gentleman, who has rendered good service to his country. But Western Australia will never be developed by speeches.

The CHAIRMAN: I do not think the hon. member is in order in discussing that aspect.

Mr. O'LOGHLEN: Am I not in order in comparing the expenditure incurred in connection with the present Governor with the expenditure occasioned by his predecessors in office. If a return were furnished, it would be shown that His Excellency has caused a considerable amount of expenditure for special trains and so on to different parts of the State. It may be a good thing that His Excellency is travelling all the time.

Mr. Teesdale: Delivering the same old speech.

Hon. W. C. Angwin: The people want to see him in different parts of the State; there is no doubt about that.

Mr. O'LOGHLEN: In any case I do not think the people are any better off because of his visits. The Premier or a Minister of the Crown visiting those places is in a position to give assistance to the residents. His Excellency is not in that position. He is not framing Acts of Parliament. We are

expending too much on the Governor's office, especially on facilities to enable him to travel.

Mr. Latham: He goes at the request of the people. You require to educate the people.

Mr. O'LOGHLEN: It is difficult to get this Vote reduced. One has only to suggest the reduction of a few pounds to be regarded as disloyal. I do not wish to discuss the present occupant of the office, for he is probably as good as any we have had. It is nonsense to say the people require to be educated, and that they ask the Governor to go out and educate them.

Mr. Latham: That is not what I said.

Mr. O'LOGHLEN: I will undertake that the average member, going into his electorate does more to educate the people in regard to their immediate problems than could any overseas Governor. We are closing up an educational institution on the score of economy, yet on a vote like this we show that we have money to burn.

Hon. P. COLLIER: It is somewhat unseemly that we should discuss the personal movements of the Governor. So long as we have a Governor appointed from overseas his movements should not be confined to the capital city. He should be afforded every facility for seeing the State he governs. Having said that, I will say also that we could well do without a summer residence at Albany. That residence was purchased by the Government of which I was a member. The old Government House at Rottnest was required for the tourist traffic, and so we provided for the Governor this summer residence at Albany. Naturally, successive Governors have taken advantage of it. I do not think the present Governor would raise the slightest objection if the Committee or the Government decided to dispose of the Albany residence. So long as we have a Governor, he should be treated in a manner befitting his high position. For my part I hold that the Governor should be appointed from among our own people. At the same time I will not support any parsimonious treatment of the occupant of the office, whoever he may be. On a total annual expenditure of £15,000 it is not worth while getting excited about a projected saving of £500.

The PREMIER: I regret that remarks have been made regarding the Governor. I consider it the Governor's duty to visit every part of the country and to come into contact with the people. It is no light task to undertake but, so long as we have a Governor, he should be encouraged to do as the present Governor is doing. The Governor should not be confined to the city. His Excellency is able to make representations to the Home authorities, and through him the State becomes better known than it otherwise would be. Some members complain that the Governor does not take sufficient interest in the country and others that he takes too much interest. I agree with the Leader of the Opposition that the Governor should be encouraged

to do as he is doing. If members wish to close up the house at Albany, I can close it up, but so long as it is there for the use of the Governor it must be looked after. The Governor had nothing to do with the provision of this house. It was provided and furnished before the present occupant of the office came here, and he has merely used it as anyone entitled to use it would do. I do not know why the member for Katanning (Mr. A. Thomson) supports this proposed reduction. He objects to the expenditure at Albany being reduced, but would support it if the total were reduced. It is impossible to reduce the expenditure in Perth. If the member for Katanning votes for this reduction, he will be voting for a reduction to apply to the residence at Albany and nowhere else.

Mr. Teesdale: On a point of order, the Minister for Works turned to me just now and said that I should be ashamed of myself. I take great exception to his remark, and I appeal to you, Mr. Chairman, for protection. I take exception to it because it was not justified. It is not for the Minister for Works to address me in that way.

The CHAIRMAN: I did not hear the remark. If the Minister for Works denies having made it, I will accept his explanation.

The Minister for Works: I do not deny having made the remark. The hon. member made an utterance to which I replied that he should be ashamed of it. If he says he should not be ashamed of it, I withdraw and apologise.

Mr. Teesdale: I ask the Minister to state what I said. I merely said to him that ladies should do as other women do. Is there anything objectionable in that?

The CHAIRMAN: No; the Premier has the floor.

The PREMIER: If members express the opinion that there should not be a summer residence at Albany for the Governor, I am quite willing to listen to their proposals.

Mr. Troy: When the Governor's term expires?

The PREMIER: Yes, or if the House expresses an opinion to that effect by motion. This, however, is not the way to deal with the question. I hope the reduction will not be agreed to.

Mr. TROY: I am inclined to agree with the Premier and the Leader of the Opposition. I have never been a supporter of expenditure on a house at Albany for the Governor. If the Labour Government were responsible for the Albany residence, members had no say in the matter. It may have been a condition of appointment that a seaside residence was provided.

Hon. P. Collier: It was.

Mr. TROY: I would be glad to see the position of Governor and the attendant expenditure abolished. It is not necessary to have an imported Governor. I do not think that the great majority of the people desire an imported Governor, or the expenditure. As to inviting the Governor to come here,

the people have never been consulted. In Queensland a Governor was foisted upon the people. However, this is not the time to do anything which might be construed as an affront to the present Governor.

Hon. P. Collier: It would be like insulting a guest in your own house.

Mr. Simons: This is not personal property; it is State property. That is a ridiculous argument.

Mr. TROY: I suggest that immediately the Governor's term of office expires the Albany residence be sold. This State cannot afford to maintain two residences for any Governor. If I endorse anything the Governor does, it is the fact that he travels around and sees the industries of the country. We in the country like to meet distinguished visitors and show them what we are doing, because we feel encouraged by the interest and appreciation they display. I shall vote for the amendment on the understanding that, as soon as the present Governor's term expires, the Albany residence will be sold.

Mr. PICKERING: I oppose the amendment on the ground that, to maintain the asset, the residence must be kept in good order. The Minister for Works has made a plea for the maintenance of public building. I regret that the Governor has been introduced into the debate.

The CHAIRMAN: It was totally out of order.

Mr. PICKERING: I appreciate the remarks of the Leader of the Opposition respecting the present Governor. Whilst we have a Governor I trust we shall treat him with every courtesy. I will vote for the retention of this vote.

Mr. LAMBERT: The whole point at issue is whether Western Australia can afford to keep up at considerable expense a seaside residence that may possibly be only occupied by the Governor for a fortnight in the year.

Mr. A. Thomson: He was down there for three months last year.

Mr. LAMBERT: I do not think His Excellency would expect the Government to keep up that residence for him when he knows the financial position of the State. Why should we wait until the present occupant of the position retires before we effect an economy in this direction? The Premier is practical enough to convey to the Governor the desire of this Chamber, and also the fact that we have the greatest respect for His Excellency.

Hon. W. C. Angwin: Do not presume that you will have the vote of the House.

Mr. LAMBERT: If the House will not vote for this economy then it is nonsense to discuss economies at all. The Minister for Works must admit that we cannot afford this expenditure, and I hope the amendment will be carried.

Mr. JOHNSTON: By his recent address on this subject the member for Katanning has completely convinced me of the necessity for economy and I intend to support this amendment. We should start at the top of the tree, with those who can best afford a

reduction. The hon. member has focussed the attention of the people upon the need for economy, and this is one direction in which it can be effected.

Mr. SIMONS: I regret there has been so much discussion regarding the present distinguished occupant of Government House. We are not discussing the merits or demerits of His Excellency. He is one of the finest men the State has ever had. His many acts of kindness have endeared him to the hearts of the people, and these acts have been crowned by his recent consideration for the revered dead resting at Harefield.

Mr. CHAIRMAN: We have had enough of that matter, and I shall be glad if the hon. member will confine himself to the question before the Chair.

Mr. SIMONS: No reflection upon the Governor was ever intended. Every member of this Chamber who went before the electors did so pledged to effect economies. We should cut out all non-essentials.

Mr. Mann: Do you think your attitude on this question is consistent with that on the subject of the Agent General's residence?

Mr. SIMONS: Western Australia must have its representation in London on broad and liberal lines. In the case now before us we have a commodious building that should be bringing in revenue, but is empty nearly all the year round. We confess our poverty to the world, and we deprive our young people of opportunities of university education, but we spend money in this and other directions. I shall continue to voice the need for economy along these lines.

Mr. THESDALE: My position all along has been perfectly clear. I made no reference whatever to the personality of the Governor. My only regret is that certain members should level charges of "playing to the gallery." I support the reduction by £500.

Hon. W. C. ANGWIN: His Excellency the Governor came here under certain conditions, and those conditions include a residence at Perth and a residence at Albany.

Mr. Simons: That has been the excuse for ten years.

Hon. W. C. ANGWIN: It has been and is the position.

Mr. Simons: I would like to see that about the Albany residence in the contract. I do not think the Governor knew of the Albany residence before he arrived here.

Hon. W. C. ANGWIN: It is our duty to carry out any contract we have entered into. The moving for a reduction in an item such as this takes the public ear. The Albany residence is in lieu of the former residence for the Governor on Rottnest Island, which was taken over by the Seaddan Government. That Government, having sympathy for Albany, decided to place the new residence at that port. The Albany residence must be maintained until the end of the present Governor's term. I support the item.

The MINISTER FOR WORKS: I shall not reply to many of the observations which have been made during this discussion. My

business is to explain the position with regard to the two residences. The Public Works Department have to look after those two residences. Even if a reduction were made in this item, any necessary repairs would still have to be done at the Albany residence; even if the residence were closed up, we would still have to maintain the building. The selling or letting of such a building is not to be done in five minutes. The Albany residence is in the hands of a caretaker, who receives £2 a week and looks after the garden.

Hon. P. Collier: I should say the cost of upkeep would be about £250 per annum.

The MINISTER FOR WORKS: We cannot refuse to carry out the contract entered into with the Governor when he came here.

Mr. O'Loughlen: Is there a contract existing which provides that the Governor must have two houses?

The MINISTER FOR WORKS: I do not think there is a signed and sealed agreement to that effect. Probably the expenditure on the Albany residence amounts to £250 or £300 a year. I will not argue for or against the proposed reduction. My personal opinion is that the question would be more fittingly discussed upon a definite motion regarding the position of the State Governor.

Mr. O'Loughlen: We have already carried such a motion.

The MINISTER FOR WORKS: Not in this form. I think the Committee might leave the matter alone at this stage.

Mr. O'Loughlen: Such a motion has been carried twice.

The MINISTER FOR WORKS: Not by this Parliament.

Mr. Corboy: What is the use of carrying motions which the Government ignore?

The MINISTER FOR WORKS: Any such action should be decided upon the decision of a living and not of a moribund Parliament.

Mr. MUNSIE: I am surprised to see the opposition to the amendment, particularly from members who have been advocating economy. One member who is opposed to the amendment has spoken in favour of economy starting from the top and not from the bottom; surely one could not start higher than with the Governor. There has been reference to the obligations on the part of the State regarding the Governor. When the Governor landed in Western Australia, he did not know whether there would be one or two residences.

Mr. Marshall: He knew what he was coming to all right.

Mr. MUNSIE: Ninety-nine out of a hundred people, desirous of coming to the seaside, are content to come to Perth for a holiday, and it should not be too much to ask the Governor to be content with the one residence in the metropolis. Is it likely that I will vote in favour of the expenditure of £500 on the Governor's residence at Albany



when I cannot get a shilling spent in my own electorate to provide a school? I would be inconsistent if I did. If the Minister for Works put an advertisement in the newspapers to-morrow, he would get 300 applications to rent the residence at Albany.

Mr. A. Thomson: I would like to take you up on that point.

The Minister for Works: You are a bit optimistic. How much would you guarantee?

Mr. MUNSIE: I would not guarantee anything.

Mr. Johnston: It would make a high class boarding-house.

Mr. MUNSIE: Certainly; there would be many applications for it.

The Minister for Works: Well, vote it out and let us get on with the business.

Mr. MUNSIE: I do not think the Governor would care a hang whether there are one or two residences. One residence is as much as we can afford in these times.

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

Ayes	..	..	..	13
Noes	..	..	..	18

Majority against .. 5

#### AYES.

Mr. Collier	Mr. Simons
Mr. Corboy	Mr. Teesdale
Mr. Johnston	Mr. A. Thomson
Mr. Lambert	Mr. Troy
Mr. Marshall	Mr. Willcock
Mr. McCallum	Mr. O'Loghlen
Mr. Munsie	(Teller.)

#### NOES.

Mr. Angelo	Mr. Mann
Mr. Angwin	Sir James Mitchell
Mr. Broun	Mr. Money
Mr. Carter	Mr. Pickering
Mrs. Cowan	Mr. Piesse
Mr. George	Mr. J. Thomson
Mr. Gibson	Mr. Underwood
Mr. Hickmott	Mr. Mullany
Mr. Latham	(Teller.)
Mr. H. K. Maley	

Amendment thus negatived.

12 o'clock midnight.

Mr. LAMBERT: I move an amendment—

That the item be reduced by £250.

Nobody desires to deprive the present occupant of any of his privileges. I merely want to indicate that at the first opportunity the Albany residence should be done away with.

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

Ayes	..	..	..	11
Noes	..	..	..	19

Majority against .. 8

#### AYES.

Mr. Corboy	Mr. Simons
Mr. Johnston	Mr. Teesdale
Mr. Lambert	Mr. Troy
Mr. Marshall	Mr. Willcock
Mr. McCallum	Mr. O'Loghlen
Mr. Munsie	(Teller.)

#### NOES.

Mr. Angelo	Mr. Mann
Mr. Angwin	Sir James Mitchell
Mr. Broun	Mr. Money
Mr. Carter	Mr. Pickering
Mrs. Cowan	Mr. Piesse
Mr. George	Mr. A. Thomson
Mr. Gibson	Mr. J. Thomson
Mr. Hickmott	Mr. Underwood
Mr. Latham	Mr. Mullany
Mr. H. K. Maley	(Teller.)

Amendment thus negatived.

Item, Albany Hospital, hot water installation £120.

Mr. TROY: Spread over the next few items is a considerable aggregate amount provided for the upkeep of hospitals. The Government have been very good to certain hospitals and niggardly towards others. Sometimes the Government assist committee hospitals, but they always insist that the committee shall raise a similar amount. A few days ago the people of Mount Magnet, comprising an adult population of about 300, raised by special appeal £567 towards the maintenance of their hospital. That is in addition to a similar amount raised annually by private subscription. The people at Youanmi have subscribed the necessary funds for the upkeep of their hospital, and the same applies to Sandstone. At Sandstone the people raised £9,000 in three years. It is high time that this expenditure for privileged localities like Northam, York, and Albany ceased. From the present Minister for Education I have received more generous consideration than from any previous Minister. The member for North-East Fremantle (Hon. W. C. Angwin) when in office, was more niggardly to the back country than any other Minister in my experience.

Hon. W. C. Angwin: But you were always a growler.

The MINISTER FOR WORKS: Items Nos. 215 to 225, with the exception of the amounts for Albany and Greenbushes represent re-votes from last session. The work has been started and the money must be re-voted to enable us to complete it. The hot water installation at the Albany hospital is out of order and a new one must be provided. At Greenbushes repairs and renovations are absolutely necessary. Government buildings must be kept in repair. I know of no injustice having been done to the Mt. Magnet district.

Mr. A. THOMSON: I move an amendment—

That the vote be reduced by £6,000.

Amendment put and negatived.

Mr. A. THOMSON: Where are all the economists?

Vote put and passed.

Progress reported.

House adjourned at 12.15 a.m. (Wednesday).

## Legislative Council,

Wednesday, 16th November, 1921.

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

### QUESTION—GOLDFIELDS FOREST RESERVES.

Hon. E. H. HARRIS asked the Minister for Education: 1, Have any rights been granted, or is it intended to grant, any rights to any company to work the forest reserves of Widgiemooltha, Gnarlbin, Gibraltar, or Coolgardie-Burbanks? 2, If so, which of these reserves?

The MINISTER FOR EDUCATION replied: 1, An application has been received for permission to construct a tramway through the western portion of the Coolgardie-Burbanks State Forest, with certain cutting rights thereon. No decision has yet been arrived at in regard to this application. 2, The Widgiemooltha, Gnarlbin and Gibraltar reserves are not affected by this or any other application.

### QUESTION—GOLDFIELDS FIREWOOD RAILWAY, LEASING.

Hon. E. H. HARRIS asked the Minister for Education: 1, Have any arrangements been made, or has any agreement been entered into, with any person or company to lease all or part, or grant running rights on either of the railway lines between Coolgardie and Kalgoorlie? 2, If so, what are the

names of the parties to the agreement, and the terms thereof? 3, What is the mileage of line leased or for which running rights have been granted? 4, What charges are to be made annually for the maintenance and upkeep of the line so leased? 5, Does the agreement confer any right to carry passengers or goods of any description other than firewood?

The MINISTER FOR EDUCATION replied: 1, Yes, under Section 64 of the Government Railways Act, 1904. 2, W.A. Goldfields Firewood Supply, Limited. Lease of southern track between Coolgardie and Kalgoorlie for three years at a rental of £2,000 per annum. 3, Fifteen miles 30 chains. 4, Included in rent. 5, No.

### BILLS (2)—THIRD READING.

1, Wheat Marketing.

2, Stallions.

Passed.

### ASSENT TO BILLS (3).

Message from the Governor received and read notifying assent to the undermentioned Bills:—

1, Administration Act Amendment.

2, Building Societies Act Amendment.

3, Land Tax and Income Tax.

### BILL—INSPECTION OF MACHINERY.

Re-committal.

Bill re-committed for the purpose of further considering Clauses 4, 56, 79 and 82; Hon. J. Ewing in the Chair, the Minister for Education in charge of the Bill.

Clause 4—Non-application of Act:

Hon. H. STEWART: I move an amendment—

That in Subclause 6, line 2, "one" be struck out and "eight" inserted in lieu.

By the regulations framed under the Act practically all classes of machinery are included. Under this Bill it would be possible for the department to collect fees upon every kind and piece of mechanism. We should not permit restrictions to be imposed which will unduly interfere with the development of the country and of industry. The Act gives no power to deal with shearing machinery, for instance, but under this Bill everything can be included in the definition of machinery.

Hon. E. H. HARRIS: Is it not necessary to have that included in order to make the Bill effective?

Hon. H. STEWART: That is all right in connection with large pieces of machinery, but some exemption should be given in the case of small pieces of machinery. It is only