

# Legislative Council.

Thursday, 11th November, 1920.

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

## LEAVE OF ABSENCE.

On motion by the Minister for Education leave of absence granted to Hon. C. F. Baxter (East) for six consecutive sittings of the House on the ground of urgent public business.

## BILL—NURSES' REGISTRATION.

Read a third time and transmitted to the Legislative Assembly.

## MOTION—RETURNED SOLDIERS AND RAILWAY PASSES.

Debate resumed from 7th September on the following motion by Hon. A. H. Panton:—

That in the opinion of this House returned soldiers who are attending the Base Hospital, Fremantle, or the Vocational Training Schools in Perth, should be carried over the railways free of charge.

Hon. J. CORNELL (South) [4.35]: The Notice Paper indicates that I propose to move an amendment to Mr. Panton's motion. I do not now, however, intend to proceed with that particular amendment. When I gave notice of it I was under the impression that blinded soldiers or permanently incapacitated soldiers enjoyed the privilege which I now propose to ask for them. Inquiry at the Railway Department, however, shows that this is not so. I have endeavoured to meet the convenience of members in that I have had my proposed amendment typed and circulated for their perusal. No more fitting day than this, Armistice day, could be found for a discussion upon this motion. I will take this opportunity to congratulate all those who survived the great war, and to express my deep regret concerning those who did not. The motion asks that the Western Australian public should in some measure recompense those of our men who have suffered such grave disabilities as a result of the war. The Returned Soldiers' League are grateful and thankful to the State Government for what they have done in the past, and would be grateful if what is about to be asked for in this motion and the amendment were also granted. This is not a question which concerns Western Australia only; it concerns the whole of Australia. On 30th

June last the various State Railway Commissioners issued an edict to the effect that these railway concessions given to ex-members of the A.I.F., to the maimed, incapacitated, or blinded soldiers, would cease on and after a certain date. The Commissioners were prompted to this step by the conclusion arrived at that this was a Federal and not a State responsibility. The concessions were, therefore, withdrawn in this State, but Colonel Pope, a returned soldier himself, in his capacity as Commissioner for Railways, when representations were made to him by the executive of the returned soldiers of this State, immediately reinstated the various classes of crippled and incapacitated soldiers to the position they occupied before the concession was withdrawn. He granted a further extension at the request of the Returned Soldiers' League, but when I inquired at the Railway Department to-day to ascertain if this extension still held good, I found there was some doubt in existence as to whether it did so or not. Knowing Colonel Pope as I do, however, and seeing that he gave his word that this extension would hold good until finality was reached with the Federal Government, I am inclined to think that the edict which was issued in June is still under suspension. Furthermore, the fact that no howl has come from the returned soldiers in this State indicates that the position is as I surmise. The Returned Soldiers' League of Australia, at an executive meeting, unanimously agreed that the question of railway transport was a Federal responsibility. In coming to this decision the league strengthened the hands of the various Railway Commissioners and the State Premiers. This resolution was arrived at on 20th August last. I cannot find, however, that any finality has yet been reached, and the men for whom the relief is being sought are, as it were in the air. Whilst they may be enjoying these railway concessions to-day they do not know whether or not they will be deprived of them to-morrow. The amendment I propose to move is more comprehensive and explicit than the motion. Mr. Panton has informed me that he is in accord with the lines indicated in the amendment. It will be noticed that the amendment does not provide for vocational trainees, and I shall probably encounter some of the backwash on that score. Vocational trainees come within a different category from those for whom this particular relief is specially sought, unless they happen to be eligible to join the Maimed and Limbless Men's Association. It is felt that the Federal Government should pay such people a rate of sustenance or allowance that will ensure to them reasonable opportunity of attending their vocational training classes. It is intended to fight the Federal Government on that question as it affects vocational trainees. Vocational trainees are looked upon as employees of the Federal Government, and the responsibility towards them is a Federal and not a State responsibility. Perhaps it would be wise if I moved my

amendment now and discussed all the features of the question later.

The PRESIDENT: The hon. member may speak only once.

Hon. J. CORNELL: The relief that is being sought is specially on behalf of blinded and totally and permanently incapacitated soldiers and ex-members of the A.I.F. who are eligible to join the Maimed and Limbless Men's Association. By totally and permanently incapacitated, I mean soldiers who have been discharged as such and who will never work any more. In the case of the blinded soldier no words from me are needed to commend him to the consideration of the House. As to the question of extending tramway concessions to members of the Maimed and Limbless Men's Association, I need only tell the House that a deputation from this association waited on the Premier, who left the matter of railway transit generally in abeyance owing to the negotiations that were going on between the Federal Government and the Returned Soldiers' League. The Premier, while he has not given a definite reply so far, received that deputation sympathetically. If I can read him aright, if the Premier does not give the full relief sought, he will give most of it. In order that members may be aware of the qualifications for full membership of those eligible to join the Maimed and Limbless Men's Association, I will read the qualifications as set out in their rules—

Any soldier or sailor who has served in His Majesty's Service either ashore or afloat, in any part of the world whatsoever during the late war or any other war, and whose disabilities are a direct result of injuries sustained while on such service, shall be eligible to become a member of this association, provided that (a) such soldier or sailor has suffered the loss of a limb or limbs by amputation or otherwise—

I think Dr. Saw is aware of what will be covered by the words "or otherwise." Some had their limbs shot away altogether—

(b) has a limb or limbs rendered permanently and totally useless as a result of injuries received while on such service.

I understand that the words "or in any other war" will also be covered under the terms of the proposed amendment, which applies to ex-members of the Australian Imperial Force. As the representative of the league and speaking for the returned soldiers of Australia, I am satisfied that if the relief sought is forthcoming so far as the A.I.F. is concerned, based on the actions of the past, a line of demarcation will not be drawn between our soldiers and those from any other parts of the British Empire who may come here. The second proposal in the amendment is to grant free railway transit to ex-members of the A.I.F. provided they are blind, maimed, or totally and permanently incapacitated, inmates of or attending for treatment at the military hospitals, sanatoria, convalescent homes or the hostels, who are eligible for full

membership of the Maimed and Limbless Men's Association.

Hon. Sir E. H. Wittenoom: Who pays the fare now?

Hon. J. CORNELL: Apart from a slight concession, the cost is borne by the soldier himself. There was an arrangement, although there was some ambiguity about it, by which the inmates attending at the Fremantle hospital travelled for 3s. a month. I am given to understand by the secretary of the Returned Soldiers' Association that Colonel Pope, as Commissioner of Railways, granted free transit to ex-A.I.F. men at the sanatorium at Wooroloo, and to the men at the Kalamunda convalescent home, as well as the men at the Anzac hostel at Keane's Point. Other "wingies" and "stumpies"—men who lost a limb and in some cases two legs—have to pay their fares. The point at issue is: should the State grant this concession or should the Federal Government honour the bill? The proposed amendment in favour of the State Government doing it is contingent upon the Federal Government refusing the relief sought for the soldiers by the R.S.L. I do not intend to beat the drum of sentiment or bang the drum of sympathy. The question that members have to ask themselves is whether, in the event of the Federal Government not giving the relief to these men that their chief executive think they should be granted, the State should do it? The other aspect from which the question has to be viewed is: do the services rendered and the disabilities suffered by these men, warrant any such action? I leave it at that to hon. members. There are many men here who took a very keen interest in these matters during the war and know just as much about it as I do. I leave it to them to do what they consider is right to afford the "wingies" and "stumpies" free transit. The blind and totally incapacitated soldiers should be granted, without any equivocation, free transit on all occasions, if the Federal Government refuse to grant the concession. I consider that the obligation is upon the Federal Government to do so. I desire to do the Commissioner credit to make it clear that he definitely promised the returned soldiers' conference, that if the Federal Government refused to do anything along these lines, he would be prepared to reopen the whole case and deal with it on its merits. Although I have not had it officially from the Commissioner of Railways, I think his view is that the expense of carrying these men really amounts to an extra shovel or two of coal. The trains will have to run and the actual expense involved will only amount to a little extra coal. There is a big principle, however, as to who should accept the responsibility, the State Government or the Federal Government. To do the Premier credit, I am given to understand definitely that in order to reach some finality—and it shows that the Premier is sympathetic—he, in common with other State Premiers, offered that if the Federal Government

would recoup the States on a fifty-fifty basis—that is to say, that if they paid 50 per cent. on the cost estimated by the railways—the States would shoulder the rest of the financial burden. This indicates, however, so far, that the soldiers are in the air. The blind men have been travelling free for some time, but it is quite possible that the State, at some time or other, may take up the attitude that the Federal Government should pay for them and refuse to continue this concession. In asking for this relief, I would point out to hon. members that it is not without precedent. I have here a copy of the "Diggers Gazette," the official organ of the R.S.L., which was published in Adelaide under date 1st November. The article is headed, "Limbless Soldiers—Parliament grants concession." The article proceeds—

Limbless soldiers have at last received justice. Free, first-class travelling facilities for life, upon tramways and railways, will be granted to those who have lost a leg or a foot in the war. In addition, all those incapacitated and blinded soldiers who were recently granted second-class passes will be allowed to travel first class . . . . . When the adjourned motion was brought up in the House on 20th October, the Minister of Railways (Hon. W. Hague, M.P.) said that the suggestion to grant a second-class pass had emanated from the Prime Minister (Mr. Hughes). In reply to a question by a member, the Minister said that the concession would not apply to soldiers who fought in the Boer War. Regarding the suggestion that the concession should also apply to men who had lost an arm, he could not see his way to accept that. As to passes on the trams, the Commissioner of Crown Lands (Hon. G. R. Laffer, M.P.) said that he understood the Tramways Trust had fallen into line so far as the Government had gone at the present moment. Some conditions would have to be imposed in connection with the granting of the passes. Men would not be able to travel indiscriminately all over the State at any time as often as they liked. They might be given regular suburban passes for 12 months, with the right of renewal, but no hardship would be placed on the men concerned.

The tramway trust is not a State concern. This explains what has been done so far as South Australia is concerned. Before dealing with New South Wales, I would point out this feature, that even should the House pass the motion in its proposed amended form, and should the Government take cognisance of it, and immediately proceed to negotiate with the Federal Government, there will be a considerable amount of delay, but there will probably be some give and take so far as the soldiers are concerned. Members will recognise the difficulty of dealing with such a large number of men. If members, individually or col-

lectively, have had dealings with returned soldiers they will recognise that the spirit of sweet reasonableness is abroad, and that is evidence that there will be a fair example of give and take displayed. A similar concession to that set out in the proposition before the House has also been given in New South Wales. The Secretary of the New South Wales branch of the R.S.L. wrote to our secretary in Western Australia as far back as June 7th last, and in the letter he states—

Re free railway passes to incapacitated soldiers. Your communication of 26th ultimo is to hand regarding the above matter, and in connection therewith I have to advise that after representations covering a long period, the New South Wales Government granted free tramway and suburban railway passes (1st class) to maimed men whose wounds were such that they could not walk or stand equally with the average man. These men are issued, upon certification by the Repatriation Department that they come under this category, with passes as above. I should advise you first to endeavour to obtain tram passes by claiming that extra expense is caused these men through inability to walk, and having to use the tram more frequently than the ordinary man. When these are secured, insist that, while tram passes are appreciated, during business hours and owing to the crowds thoughtlessly ignoring the claims of injured men (substantiating this by proof that wooden legs, etc., had been damaged in crowded trams) free suburban passes for trains should be granted.

It will be seen that we are throwing all our cards upon the table. These communications serve to show that negotiations will be necessary and I can assure the House that the Returned Soldiers' League will be prepared to give and take. It is not the desire of the executive that these men should be given free passes to go joyriding all over the State. The strong reason why the maimed and limbless men should receive free passes is their inability to get about. This reason must appeal to every member. I have endeavoured to outline the wishes of the Returned Soldiers' League. I move an amendment—

That all the words after "House" be struck out and the following inserted in lieu:—"The Government should (1) grant free transit over the State tramways to ex-members of the A.I.F. who are blinded or totally and permanently incapacitated or are eligible for full membership in the Maimed and Limbless Men's Association, and (2) in the event of the request made by the Federal Executive of the Returned Soldiers' League to the Federal Government being definitely refused, grant to ex-members of the A.I.F. free railway transit, provided that they are (a) blinded or totally and permanently incapacitated,

(b) inmates of or attending for treatment of military hospitals, sanatoria, convalescent homes and hostels, (c) eligible for full membership in the Maimed and Limbless Men's Association.

On motion by Hon. J. W. Hickey, debate adjourned.

## BILL—CITY OF PERTH ENDOWMENT LANDS.

In Committee.

Resumed from the previous day; Hon. J. Ewing in the Chair; the Minister for Education in charge of the Bill.

### Clause 39—Powers of council over lands:

Hon. J. E. DODD: When the clause was previously before the Committee I directed attention to the fact that the council possess all the powers of the owner of land in fee simple, and to the fact that Clause 40, which contains 32 subclauses, gives the council additional powers. I was anxious that something should be done to protect the Government in the event of land being required for public buildings. Not only is there no power under the Bill to protect the Government with regard to any property which they may acquire, but there is nothing to give the Government the right to acquire land except by purchase. The council will have all the rights which the Municipal Corporations Act confers upon them plus these additional powers, and the Government do not seem to be protected at all. If the Government later on wished to erect a police station, school, savings bank or hospital, how could they get land? In matters of this kind it is usual to make provision for certain parks and for lands required for public purposes, but here there is no such provision. The council appear to have been very particular to see that provision was made for everything which they might require, but no protection in any shape or form is provided for the Government. I intend to move a new clause to stand as Clause 41 as follows—"If any public building is erected on land acquired by the Crown within the boundaries of the said lands, it shall be the duty of the council to provide, make, maintain, and keep in repair such roads and footpaths as may be necessary to give proper access to such building." This proposed new clause, however, will be hardly sufficient, as it will not give the Government the right to acquire land for public purposes, except by purchase from the council. Perhaps on recomittal at the next sitting of the House, I may be able to suggest an amendment.

The MINISTER FOR EDUCATION: There is one point which should be made clear. It is not this Bill which gives the city of Perth the fee simple of these lands. The council have the fee simple already. If the Government at present desired to acquire any of the endowment land, they could acquire it from the council by pur-

chase, agreement, or resumption for public purposes, and those methods will still be available to the Government if this Bill is passed. The council are the owners of the land in fee simple.

Hon. J. E. DODD: But without these additional powers.

The MINISTER FOR EDUCATION: The powers are only those which are ordinarily given. When the council are laying out these lands, they will no doubt have to set apart blocks for public purposes and make provision for facilities such as schools, in order to be able to obtain purchasers or lessees for their land. This Bill will not prejudice the position of the Government relative to acquiring land for public purposes. If the Government wish to acquire land now, they can do so by one of the methods which I have mentioned. If the Bill is passed, the Government will be in neither a better nor a worse position.

Hon. J. NICHOLSON: I trust that Mr. Dodd will not proceed with his proposed new clause. I support the remarks of the leader of the House regarding the powers of the city council. As the owners of these lands the council are in the same position as an individual would be.

Hon. A. SANDERSON: Can they sell the land?

Hon. J. NICHOLSON: I do not think there is any restriction, except that the proceeds shall be applied to the development of the lands and to provide a sinking fund for the repayment of any moneys borrowed or which may be owing under mortgage. All necessary protection is afforded. We understand that the council intend to give effect to an improvement scheme, and they must necessarily have the powers contained in Clause 39.

Hon. J. E. DODD: The instrument by which the endowment lands were granted to the Perth City Council by the Government contained no such powers as those here proposed, though possibly the council already have such powers in regard to lands purchased by them. Under this clause they can enter into manufacturing business and trading. If they do so, a number of workmen will reside on the endowment lands, and they will want, for instance, a school. How can the Government obtain land for a school?

Hon. J. Nicholson: They could resume land for that purpose.

Hon. J. E. DODD: Possibly, under the Lands Resumption Act.

Hon. J. J. Holmes: The Government would have to pay for that land, though.

Hon. J. E. DODD: I shall move in this connection when the end of the Bill is reached; meantime I will let the clause go. I am not satisfied with the way in which the Perth City Council have treated the Government with regard to public buildings.

Hon. A. SANDERSON: If I understand Mr. Nicholson rightly, this clause proposes quite a new departure as regards the powers

of the Perth City Council. Has any other municipal council in the State such powers as these? I have no hostility whatever to the council, who I consider are doing uncommonly good work.

Hon. J. DUFFELL: It is generally understood that this measure has been introduced for the purpose of bestowing extraordinary powers upon the Perth City Council. The present proposal is the result of much time and consideration given to the subject at numerous conferences, some of which Mr. Sanderson attended. Subject to a few slight amendments, I have no hesitation in supporting every clause of the Bill. The powers in this particular clause were suggested at the conferences referred to, and they are necessary if the council are to carry out the scheme outlined in this Bill.

Hon. J. Cornell: The Minister has stated that these endowment lands are now held in fee simple.

The Minister for Education: As an endowment in perpetuity.

Hon. J. CORNELL: I take it that many years have elapsed since the endowment was granted, and the most optimistic resident of Perth could not then foresee the progress which has since been made. Mr. Dodd desires that, despite the gifts made by previous Parliaments, the rights of the Crown should remain paramount. The land is of little use to the Perth City Council unless they get this Bill, and it would be fair of Parliament to say, "This measure will be given you if you will agree to a provision that land needed by the Crown for schools and other public purposes may be resumed at its present-day valuation, plus the value of any improvements." It would be a statesmanlike action to safeguard the Crown's interests in this respect; otherwise the Crown may in a few years' time have to pay ten times the present value of any land resumed. The collective rights of the community should be conserved.

Hon. A. J. H. SAW: In reply to Mr. Cornell, I may say, as a "Gropser" born and bred, that the pioneers of this State were men of great forethought and men who, like St. Paul, felt that they were "citizens of no mean city." Without these powers the Perth City Council will be unable to develop their property. The University endowment lands are at present almost worthless because of the lack of such powers.

Clause put and passed.

Clause 40—Specific powers in respect of lands:

Hon. J. DUFFELL: This is one of the most important clauses of the Bill, specifying as it does the powers sought by the Perth City Council. Amongst other rights it conveys that of manufacturing lime and cement. From one of the earlier clauses it is evident that the Perth City Council intend to erect on these endow-

ment lands a town which will be a beautiful spot, and which will be in accordance with the latest town-planning ideas, gathered as the result of the travels of the council's chief executive officer, Mr. Bold. In the erection of that town, the council will require large quantities of lime and cement. A few weeks ago they acquired a bluestone quarry, because they found that they could quarry blue metal themselves cheaper than they could purchase it from private suppliers. I hope the clause will pass as printed.

Hon. J. E. DODD: I have to congratulate Mr. Duffell on the splendid case he has put up for the principles which members of my party have so long advocated in this Chamber. I have also to congratulate the Government on having introduced this clause into the Bill, and the members of the Perth City Council, who are largely business men, on coming round to the principle of communal business enterprise. Mr. Cornell and I, when we entered this House some years ago, were almost voices crying in the wilderness when we advocated that principle. I observe that the Perth City Council will be able to sell lime and cement, and not merely manufacture these products for their own use. They will also have power to sell other products.

Hon. J. DUFFELL: There is a point I missed. Subclause (3) provides that the council shall have power—

to subdivide the said lands or any part of them for the purpose of sale or lease, and the council may, in its discretion, set out roads on the said land of less than sixty feet in width, if, in the opinion of the council, such streets will not be used as main thoroughfares.

I am not quite satisfied with this subclause. I can see no advantage to be gained by constructing roads of less than 66ft. width. Under the clause the city council may construct roads 33ft. wide or less, which is not at all advisable, particularly in a warm climate where open space is highly desirable. A 66ft. road costs more to maintain than one of 33ft., but it is not necessary to macadamise the roads to their full width. All the roads should be made 66ft. wide, irrespective of the width of the macadam. If the provision is left as printed, it should be made conditional on an expert determination that in certain cases it is not necessary to have the road the full width of 66ft.

The MINISTER FOR EDUCATION: This provision is complementary to Subclause 2, which provides for the inviting of competitive designs for the laying out of these lands. This is not like granting to the owner of private land the right to cut up his land and make streets narrower than the law permits. It may be a part of the winning design that certain streets, not being main streets, shall be less than 66ft. in width, and that to strike out the provision would interfere with the whole project. It would be but a poor compliment to a municipal council with a project to lay out a place on gar-

den city lines to tell them that we were not prepared to trust them in the matter of the width of the streets.

Hon. J. NICHOLSON: I have spoken to the town clerk and ascertained from him that there are good reasons for this provision. The land is going to be laid out upon garden city lines, and it is hoped to demonstrate the benefits to be derived from laying it out in that way. Moreover, the town clerk explained that in the laying out of such schemes the latest road authorities are opposed to making the roads too wide, provided that ample space is left between the alignment of the buildings and the footpath. He assured me that provision would be made to keep all houses back a given distance from the street alignment. Nothing is a greater eyesore than a ribbon roadway with sand on either side.

Hon. J. Cornell: The sand is often a safe haven from the motor hog.

Hon. J. NICHOLSON: Mr. Duffell is quite right in saying that in a warm climate ample space should be provided. I understand that every care will be taken to see that this and other ideals are carried out.

Hon. A. SANDERSON: It seems a tremendous power to hand over to the city council without any control whatever by the Government. The council will have power to borrow £250,000 at any interest they like to pay. This small matter of the width of the roads is only one of a hundred questions to be considered. We are turning the city council into a building society, and into a trading concern for the manufacture and sale of lime and cement. I am surprised that a Bill of this magnitude should be allowed to go through with so little opposition.

Hon. J. W. HICKEY: I agree with Mr. Dodd that the Perth City Council stand for congratulation on having adopted the Labour party's socialistic policy. And it must be remembered that the city council can by no stretch of the imagination be regarded as a Labour body. Still, this new attitude on the part of the city council is a vindication of the decision of the Labour bodies in the metropolitan area to enter municipal life. For the first time in the history of Perth, a direct Labour candidate has been returned to the city council. I refer to Mr. Watts, who is the general secretary of the A.W.U. Mr. Watts has influenced this legislation to a great extent, but all the same I appreciate the attitude of the Perth City Council and I welcome the clause.

Hon. J. DUFFELL: There is a great difference between the construction of roads on a sandy foundation in Western Australia and a foundation of harder substance in other parts of the world. The idea which was advanced was that the portions of the road on either side of the macadam should be covered with grass. If we are going to permit roads to be constructed of a width narrower than 66 feet, where will it stop? I want to see some limit fixed. Melbourne is

spoilt by its narrow lanes, and even in the fine suburb of Hawthorn there are streets 33 feet wide. It is not to the advantage of the community to have streets that are so narrow.

Hon. J. Nicholson: It is not proposed here to make such narrow streets.

Hon. J. DUFFELL: But there is nothing to say that they shall not be 33 feet or even less. However, I do not intend to hold up the Bill, but I shall probably ask for its recommitment in order that the clause may be given further consideration.

Hon. A. J. H. SAW: In the hope of being able to save the Bill from being recommitment, I may say that I have frequently discussed with a relative of mine, who is much interested in town planning and who can claim to be an authority on it, the fallacy of the present system of road making, that is to say, constructing only a narrow strip in the centre of the road and allowing sand to remain on either side of the macadam. A clause like the one under discussion may prevent this method of road construction in the future. I understand that in America the system is to make fairly narrow roads to encourage people to build their gardens right up to the limit of the road. The roads there are just sufficiently wide to carry the traffic.

Hon. J. Duffell: They do not have fences there.

Hon. A. J. H. SAW: There is no reason why a similar system should not be adopted here. As a motorist I can emphasise the danger of narrow roads and high fences. Only the other day I experienced a narrow escape from meeting with an accident while motoring along Coghlan-road. I was going at a slow pace towards Leederville when another motorist came rapidly out of a narrow street with a high fence on either side, and but for my keeping my wits about me I should have had a terrible spill. Narrow roads and high fences are a great danger in this town. I think, however, that we may regard the Perth City Council as being alive to the importance of town planning, and to the danger of narrow streets and high fences.

Clause put and passed.

Clauses 41 to 46—agreed to.

Clause 47—Current supplied for Council tramways:

On motion by Minister for Education consideration of clause postponed.

New clause—Roads and footpaths to public buildings:

Hon. J. E. DODD: I move—

That the following new clause, to stand as Clause 41, be added to the Bill—"If any public building is erected on land acquired by the Crown within the boundaries of 'the said lands,' it shall be the duty of the Council to provide, make, maintain, and keep in repair such roads and footpaths as may be necessary to give proper access to such buildings."

At the present time the Council do not pay that attention to these thoroughfares that they should do; they show a discrimination against roads and footpaths in front of public buildings, and the road in front of Parliament House might be instanced. The road is absolutely dangerous. Only the other day I saw a horse attached to a dray laden with sand going down that street, and it was as much as the driver could do to prevent an accident happening. It is fairly well known that the reason why these roads are neglected is because rates are not paid on public buildings. The proposed new clause is merely a saving clause and provides that there shall be no discrimination.

Progress reported.

House adjourned at 6 p.m.

## Legislative Assembly,

Thursday, 11th November, 1920.

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

### QUESTIONS (2)—STATE SAWMILLS, COST OF JARRAH.

*At Holyoake and Wuraming.*

Mr. DAVIES asked the Minister for Works: What is the cost per load of producing sawn jarrah at the State Saw Mills at Holyoake and Wuraming?

The MINISTER FOR WORKS replied: On the ground of public policy the Government feel that they must decline to reply to this question.

*At Railway Mills.*

Mr. DAVIES asked the Minister for Railways: What is the cost per load of producing sawn jarrah at the Railway Mills at Dwellingup?

The MINISTER FOR RAILWAYS replied: On the ground of public policy, the Government feel that they must decline to reply to this question.

### QUESTION—DREDGING, FREMANTLE.

Hon. W. C. ANGWIN asked the Minister for Works: 1, Is he aware that representations are being made to the Commonwealth Government by the Government of Tasmania for the loan of the large dredge now in use at Cockburn Sound Naval Base, for the dredging of rock in the Tasmanian harbours? 2, If the dredge is suitable for dredging hard rock in Tasmania, why is it not suitable for dredging the limestone rock in Fremantle Harbour?

The MINISTER FOR WORKS replied: 1, No. 2, After the previous reply had been given to the hon. member further information was received, and as a result of consideration by the Engineer-in-Chief, negotiations have been opened up between the Public Works Department and the Commonwealth Government with the object of ascertaining what, if any, arrangement can be made by which the dredge may be available for use in the Fremantle Harbour.

### QUESTION—WYNDHAM MEAT WORKS, CAPACITY.

Hon. W. C. ANGWIN asked the Honorary Minister: What is the total number of cattle that can be dealt with annually by the Wyndham Freezing and Canning Works when in full work and with cattle available for slaughter?

The MINISTER FOR WORKS (for the Honorary Minister) replied: Assuming that shipping is available, and when the additional storage is provided, the capacity of the Wyndham Meat Works will be 30,000 to 40,000 head of cattle during a season of 25 weeks. The number dealt with in 1919 was 9,281, and in 1920, 18,870, the shortage being due to lack of refrigerated shipping and insufficiency of storage accommodation.

### QUESTION—BASE METALS INDUSTRY, CANCELLED LEASES.

Mr. DUFF asked the Minister for Mines: 1, Has a list of all cancelled base metal mineral leases in the State—similar to that compiled in respect of cancelled gold mining leases—ever been prepared and printed in pamphlet or book form for free distribution for public information? 2, If not, will he, in view of the many inquiries now coming through from European and American sources regarding our base metals, give immediate instructions that such information be compiled for the guidance of prospectors, investors, and others?

The MINISTER FOR MINES replied: 1, No. 2, Yes, although it must be under-