

members will recognise the futility of trying to encourage primary production unless provision is made for getting the surplus to the overseas markets. Unless an extension of the Fremantle Harbour Works is undertaken, without unnecessary delay, a heavy responsibility will rest upon the Government and Parliament will be guilty of the vacillation. The Government realise their obligations in this matter, and, in submitting this Bill, are guided by the advice of the Engineer-in-Chief in whose qualifications to direct them it has the greatest confidence. He has devoted a year to the consideration and formation of the scheme. Every source of information available has been at his command, and every one who has read his report must admit that he has studied his question from every point of view. I trust the Bill will receive the endorsement of this House, so that preliminary action can be taken by the Government towards the carrying out of the proposals. I shall be glad to have the criticisms of hon. members, but I trust they will be made in good time so that I may have the opportunity to submit them to the Engineer-in-Chief for his remarks. I shall then be in the position to reply to hon. members. I must, of course, submit the views and adverse comments by hon. members here to the Engineer-in-Chief and whatever line of action he advises I will intimate to hon. members. I move—

That the Bill be now read a second time.

On motion by Hon. G. W. Miles, debate adjourned.

*House adjourned at 11.2 p.m.*

## Legislative Assembly,

Thursday, 1st December, 1927.

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

### QUESTION—TRAFFIC FEES, DISTRIBUTION.

Mr. NORTH asked the Minister for Works: Has he any objection to copies of the statement showing the distribution of traffic fees being forwarded to the various local bodies concerned in the Claremont electorate?

Hon. J. CUNNINGHAM (for the Minister for Works) replied: No, and instructions have been given for a return showing distribution of traffic fees to be forwarded to each local authority within the metropolitan area.

### QUESTION—STATE INSURANCE, PROFIT.

Mr. MANN (for Mr. Richardson) asked the Premier: 1, Did the employer's liability insurance carried on by the State result in a profit as at 30th June, 1927, after allowing for the liability under the unexpired period of the policies? 2, If so, what was the profit?

The PREMIER replied: 1, Yes. 2, £1,418 0s. 9d. on general accident business, £19,934 3s. 7d., including general accident and industrial diseases, but all the profit on the latter has been placed to reserve.

### QUESTION—SHEEP DISEASE, INVESTIGATION.

Mr. BROWN asked the Minister for Agriculture: Owing to the serious loss to sheep owners in the State caused by the braxy-like disease, will the Government take immediate steps to appoint an assistant to Mr.

Bennetts the Veterinary Pathologist, in order that at least one of the officers can devote the whole of his time to the investigation of this serious disease?

Hon. H. MILLINGTON (for the Minister for Agriculture) replied: This matter has already received attention, and an endeavour is being made to obtain the services of a qualified assistant. It is intended that this officer will devote the whole of his time next season to this investigation, and he will work in collaboration with Mr. Bennetts.

#### QUESTION—RAILWAY PROJECT, LAKE GRACE-KALGARIN.

Mr. E. B. JOHNSTON asked the Premier: 1, Are the Government aware that about 250,000 bags of wheat will be produced this year in the North Lake Grace, Burngup, East Walyurin, East Jilakin, and Kalgarin districts, which will be served by the Lake Grace-Kalgarin railway? 2, As this railway has been recommended by the Railway Advisory Board, and the majority of the special committee (Messrs. Camm, Surveyor General, and McLarty, Managing Trustee, Agricultural Bank) appointed to further investigate this proposal, is it the intention of the Government to approve of the route so recommended? 3, Can the Government indicate when this railway will be (a) surveyed, (b) authorised, (c) opened for traffic? 4, Will dumping spots for wheat be provided at the proposed sidings in time for the next harvest?

The PREMIER replied: 1, Yes. 2, 3, and 4, The question of serving this district by a railway has not been finally decided by the Government.

#### QUESTION—INDUSTRIAL UNIONS, PROSECUTIONS.

Mr. MANN asked the Minister for Justice: 1, Why were the members of the Printing Trade Union of Workers prosecuted for taking part in a strike while no other unions have been prosecuted for a similar offence committed previously, including the Timber Workers' Union at Pemberton and the Australian Workers' Union at Salmon Gums? 2, Will a similar prosecution be taken against the Lumpers' Union for the recent strike at Fremantle and the Collie miners for a recent strike at Collie?

The PREMIER (for the Minister for Justice) replied: 1, The members of the Printing Industry Employees' Union were prosecuted by order of the Arbitration Court. In the Pemberton case the parties accepted the decision of the President of the Court acting as a private arbitrator. In the Salmon Gums case a compulsory conference was called. The matters in dispute were referred into court, and an award made by the court. 2, As regards the Lumpers' Union, the matter is one for the Federal Arbitration Court; and the Collie case is sub judice.

#### BILL—WORKERS' COMPENSATION ACT AMENDMENT.

Read a third time and transmitted to the Council.

#### LOAN ESTIMATES, 1927-28.

*In Committee of Supply.*

Resumed from the previous day; Mr. Lutey in the Chair.

*Vote—Departmental, £174,617:*

MR. THOMSON (Katanning) [4.40]: Most members scrutinise the Loan Estimates from a personal point of view, and quite frequently many are disappointed. We recognise the task that confronts the Treasurer, and I have no doubt that many hundreds of thousands of pounds submitted for his approval have to be cut down. Doubtless, too, some of our requirements were this year among the slaughtered innocents. When we bear in mind the expenditure on behalf of the 386,000 people of this State, it is extraordinary to think that such a small handful of people are able to expend £14,672,806, which is the estimated expenditure for this year. Of that amount, £9,843,397 is provided for in the Revenue Estimates, and £4,829,409 in the Loan Estimates. That gives an average of £36 per head for every man, woman and child in the State. At present the net indebtedness is £160 per head, and that indebtedness is steadily increasing. But so long as the money is wisely expended, that seems to me the only way by which we can develop this great unpeopled State. It is true that the redemption of the Coolgardie water scheme

loan reduced the indebtedness by about £5 per head, but the loan funds we are discussing at present will mean, on the basis of our present population, an increased indebtedness of approximately £12 per head. We hope that the increase in our population that will take place while the money is being expended, will slightly decrease that indebtedness per head. These figures should give us cause for grave consideration as to whether we really are getting true value for the money that has been expended. In the report of the Auditor General we find on page 38, when dealing with the Public Works Department, that officer has the following comments to offer:—

The expenditure on salaries by the Public Works Department is allocated between Loan, Revenue, and the Government Property Sales Funds on a percentage basis approved each year by the Minister. The percentages for the year 1926-27 were—

Public Works Department--	Per cent.
Loan .. .. .	53.874
Government Property Sales ..	8.191
Revenue .. .. .	7.018
Goldfields Water Supply—	
Loan .. .. .	3.417
Revenue .. .. .	14.042
Other hydraulic undertakings—	
Loan .. .. .	9.362
Revenue .. .. .	4.096
	<hr/> 100.000 <hr/>

The expenditure, after deducting recoveries from trading concerns, metropolitan water supply, etc., was £88,979 1s. This amount was not used as the basis of distribution between the funds, an amount greater by £1,106 8s. 1d., due to the estimated recoups from trading concerns etc., in lieu of the actual recoveries, having been used to arrive at the expenditure to be distributed. On the basis approved by the Minister, the procedure had the effect of overcharging the Loan and Government Property Sales Funds and undercharging the Revenue Fund.

That seems to raise the question whether the present system is quite satisfactory. It is very difficult for a lay member to criticise the figures of the various departments, and it is only when we receive an expression of opinion of that kind that we get some indication of the methods adopted. I am not charging the Government with having done something wrong, but it seems to me that a better system of control by Parliament, or a definite policy should be laid down as to the amounts to be charged against revenue. Some people

consider that very much more is charged to loan expenditure than is justified, and that it is very easy to present a balance sheet if it is possible to charge certain things to loan funds that should rightly be paid for out of revenue. The statement of the Auditor General provides food for thought. I do not think any Minister should be in a position to determine what shall be charged to this fund or to that fund. It should be clearly laid down how the amounts shall be charged. In what way we can overcome that position, I cannot suggest, but I repeat that the present system is very unsatisfactory. I am pleased that the Minister for Railways was able to obtain the sanction of the Treasurer to the expenditure of £150,000 to provide new rolling stock. In view of the development of the wheat areas and the expansion of land settlement, the demand that will be made on rolling stock by the increased quantities of produce to be hauled justifies greater expenditure. I am wondering whether the Minister for Railways, when he presented his Estimates to the Treasurer was numbered amongst the slaughtered innocents.

The Minister for Mines: I think they were all slaughtered a bit.

Mr. THOMSON: No doubt the Minister for Mines had the same experience. If we are going to increase our production, it is essential to have more rolling stock. Every year we are authorising the construction of new railways. When we read the report of the Commissioner of Railways we must be amazed at the small amount of additional stock that was made available. It is a tribute to the administrative ability and the co-operation of the staff that we have achieved such good results. Quick despatch of the harvest means a quick return of money to the State. Let me read portion of the speech delivered by the chairman of the Co-operative Wheat Pool at the annual meeting. He congratulated the Railway Department on the excellent work done. He pointed out that the pool had paid something like £370,000 to the Railway Department for the haulage of wheat, and in one week had paid £21,691. Then he added—

While dealing with transport matters I would like to refer to the lack of engine power and trucks, and particularly to the shortage of tarpaulins for the protection of wheat. Although the present Government have taken steps to

increase the rolling stock, I feel that the additional engines and trucks under construction will not be sufficient to cope with our increasing harvests. During the season just past, notwithstanding the really fine effort on the part of the Railway Department, there remained in stock at country sidings, on the 23rd August—over nine months after hauling commenced—94,000 bags of our wheat.

As the average price of a bag of wheat is 15s., the quantity of wheat in country stacks represented £70,000.

Mr. A. Wansbrough: Was not that wheat held for milling purposes?

Mr. THOMSON: All the mills had had their requirements supplied.

Mr. Mann: The farmers had already been paid for their wheat.

Mr. THOMSON: Assuming that they had received an advance, it meant that a considerable sum of the pool money, upon which interest had to be paid, was lying idle. While the farmers had received their first payments—

Mr. Mann: And every dividend as it came to hand.

Mr. THOMSON: The quicker the despatch given to the wheat, the better it is for the State. The chairman of the wheat pool continued—

Unless the Government are prepared to face the situation in a statesmanlike manner, I feel that not only your interests, but the interests of the State, will be jeopardised. An aspect which might well be inquired into is the relation between railway equipment and accommodation for ships at the port of Fremantle. It is well known that congestion must occur, each year, at our chief port if our harvests continue to increase, but it is perhaps not realised that whereas it would be a slow and costly matter to provide additional berthing accommodation for wheat vessels at the north wharf, by increasing the railway equipment the port would be automatically enlarged. It is quite easy to see that if the railways could double the daily quantity of wheat arriving at Fremantle, each ship would be despatched in little more than half the time taken at present, and it would be possible to accommodate nearly double the number of ships within a given time.

While I am grateful that the Government have provided £150,000 for additional rolling stock, I hope that the Treasurer, when considering the Minister's Estimates for new trucks for next year, will be even more liberal than he has been this year. In the Estimates a sum of £75,000 is provided for the Fremantle harbour. During the last 12 months the Fremantle Harbour Trust paid into Consolidated Revenue, after meeting all charges a sum of £142,245. There was also

an additional sum of £8,075 from one of the steamers. The member for Fremantle (Mr. Sleeman) was anxious to know why a rebate should have been granted. I am not prepared to discuss that question, and perhaps if I attempted to do so I should be ruled out of order. In my opinion, however, the company did not receive as much consideration as they were entitled to. If the principle in which the member for Fremantle evidently believes was given effect to, I should be sorry if the wheat pool were mulcted in demurrage on trucks held up at Fremantle and other ports through no fault of theirs. I believe in the payment of demurrage to the Railway Department if it is due to carelessness on the part of people using the trucks. A sum of £75,000 is provided for deepening the harbour and bell-mouthing the channel, reconstructing Victoria and North Quays, widening goods sheds, and for minor works. I am not criticising the Treasurer for following the custom of past years, but I think the system is wrong when we pay £150,000 into Consolidated Revenue and charge such necessary work to loan. The cost of maintaining the depth of the harbour and repairing and renewing the wharves should be charged to working expenses. It is not a fair business proposition to take the profit into Consolidated Revenue and charge such necessary work to loan funds. The Fremantle harbour has involved a certain capital expenditure. That amount should be debited against the trust, and the cost of renewals should come out of revenue. Probably I shall be met with the reply that if provision were not made in the Loan Estimates for such expenditure, the Treasurer would have to raise an equivalent amount some other way. Be that as it may, I consider that the present system is not in the best interests of the State. The gross revenue of the Fremantle Harbour Trust for the year was £499,000, being in excess of the previous record by £56,000. The surplus revenue over working expenses was £276,495. The net revenue was £276,495, which, added to the balance brought forward from the previous year of £29,867, makes a total of £306,362. This has been distributed by payments to the Treasury for the full statutory obligations for the year, namely, interest £94,000, sinking fund £22,500, renewals fund £2,000, and in addition the Treasury has been paid £142,000. The balance of £18,490 was spent in plant, etc., and

there was carried forward a balance not available in cash of £26,998. The trust has a surplus revenue account which represents the present value of the assets purchased from revenue, and now it stands at £41,934, the movements for the year being, purchases £18,490, and depreciation £2,804. If every activity of the State was showing such excellent results as are being shown by the Fremantle Harbour Trust, our finances would be in a flourishing condition. The present position is not satisfactory. I have raised my voice on various occasions concerning such large sums of money from this particular State activity going into the coffers of the State, while further capital is provided out of loan funds. I see that provision is made for land resumptions in connection with the Robb's Jetty railway and harbour extension. I have never discussed future extensions of the harbour with any member of the Trust, and I am rather amazed to find that the views I expressed on a previous occasion have been amply endorsed by the Harbour Trust Commissioners.

The Premier: It must have been a case of telepathy.

Mr. THOMSON: I have never met the secretary of the Fremantle Harbour Trust.

The Premier: I said it was telepathy.

Mr. THOMSON: That may be so. At all events I am pleased that the statement I made in the House the other evening has been fully justified by the report of the Commissioners. Those gentlemen are at variance with the Engineer-in-Chief regarding the depth of water in the harbour. They say—

The Commissioners point out that the geographical position of Fremantle, making it the first and last port of call for the Cape and Suez Canal routes to Europe and for the East, enables shipowners to send their already deeply laden ships to the port to pick up cargo, always relying upon the stated and promised 36 feet depth of water being maintained to take their vessels and the value of this provision is amply shown by the number of large deep draft steamers which call on their homeward voyages for part cargoes of W.A. produce, and to enable a vessel to be taken safely to where her cargo is to be worked is often the deciding factor in her calling to lift it. To have a limited area of deep water necessitating a vessel being kept there while her part cargo has to be specially loaded up and carried to her, would often involve costs which would make the business impossible, and such a failure could not but be detrimental to the port and the progress of development in the State. For these main reasons the Commissioners have decided that in de-

signs for extensions to Fremantle harbour, the full 36 feet depth of water already stated to the shipowners of the world must be maintained as well as the full 1,400 feet clear water width between quays as at present.

In the scheme outlined there is a narrowing down to 800 feet. When the member for Fremantle was speaking, it seemed that he was talking with a knowledge of what the nautical people of Fremantle had in view. The Commissioners go on to say—

Since the above was written, the Engineer-in-Chief has placed his report and recommendations in the hands of the Government. He concurs that the time has been reached in the development of the State when additions to Fremantle Harbour must be seriously considered and recommends that the first extension should be made up the river to a point that he has selected for a combined road and railway bridge, but in constructing this extension, provision be made for a gradually lessening width till 800 feet is reached at the bridge and that the depth of water shall be 32 feet in place of 36 feet. The site chosen is about 1,000 feet above the present road bridge. For still further expansion in the future, the Engineer-in-Chief recommends the construction of an outer harbour to the northward of the North Mole and entered through the mole from the present entrance channel. The Commissioners have strongly recommended to the Government that in the extension up the river it is essential that the two main features which have made Fremantle so noteworthy and which have always been promised to the shipowners of the world as a port, viz., the full 1,400 feet in width in the clear wharf to wharf and the full depth of 36 feet shall be provided for with the further provision that in all wharf piling the piles shall be driven sufficiently deeply to permit of a depth of 40 feet being obtained in the future when necessary.

Mr. North: Especially when ships are getting bigger, and not smaller.

Mr. THOMSON: The Commissioners continue—

Fremantle is essentially a port for large overseas ships and the Commissioners are anxious lest in the endeavour to save some cost at the commencement a still far greater cost will have to be met later on when the decreased width and depth recommended by the Engineer-in-Chief will have to be increased. The pilot staff urge from a navigational point of view that the full width must be maintained to ensure safety and facility in handling large vessels. The Commissioners have also recommended that in the bridge proposed to be designed and built by the Engineer-in-Chief provision should be made in the design for putting in an opening span in the future so as to permit of vessels being taken through it. This was recommended by the Commissioners in 1923 for the bridge to be built in the vicinity of the present road bridge, but it

was not gone on with. The Engineer-in-Chief recommends that no extension of the harbour up-river shall be made above the site of his bridge, but the future expansion should be in the form of an outer harbour, but in this the Commissioners do not agree and they desire to save the country the much heavier expense of building de novo an opening bridge in the future by the forethought of providing at the commencement for an opening when such is required. With regard to the outer harbour scheme, the Commissioners and their professional officers do not regard this recommendation with favour as they consider that all harbour extensions should be in an up-river direction, at any rate as far as Rocky Bay, where a system of docks could be constructed sufficient with the harbour up to that point to accommodate the shipping business of Fremantle for many years.

Mr. E. B. Johnston: That coincides with Sir George Buchanan's view.

The Premier: Sir George Buchanan will be glad to know that he has the backing of such experts.

Mr. THOMSON: The pilots urged that instead of there being a narrowing down to 800ft. the Harbour should be 800ft. wider. These men have to navigate the ships and carry the full responsibility of bringing them in and taking them out of the harbour. Some slight notice should be taken of the recommendations of these practical men. The same thing applies to the extension up the river. I am pleased that my views have been endorsed by men whose everyday business it is to administer and look after the Fremantle Harbour. Their recommendations at all events are worthy of consideration. The Government have however given us an assurance that we shall have an opportunity to discuss the matter when the next Estimates come forward. I trust the Premier will see that a further examination is made of the proposal, and that there will be no costly mistake or blunder. I see that the Government have made some provision for water supplies in the country. Along the Great Southern line that is a serious problem. I do not wish to appear parochial, but this is the only opportunity I shall have of dealing with the matter. A deputation of residents of Katanning asked me to impress upon the Minister for Water Supply the desperate position with which Katanning is faced. Our water supply has cost between £18,000 and £20,000, but it is far from satisfactory. Engineers have visited the district, and we are anxiously awaiting their report. The only supply of water that the Great Southern dis-

tricts get is that which falls from the heavens. Fortunately, it does fall in a good many cases. We have to depend entirely upon catchment areas. There are very few flowing streams, and most of the creeks are salt or inclined to be brackish. A request has been put forward for an extension of the gold-fields water scheme to the Great Southern line. I do not know whether that is practicable.

Mr. A. Wansborough: What about the Two People Bay supply?

Mr. THOMSON: I do not know whether that scheme would be practicable. There are many towns along the line that would require to be supplied with water. I propose to take up with the Minister the question whether a water supply can be given to the Great Southern districts. A sum of £1,769,992 has been set aside for agricultural development. That is made up of sums for the financing of the discharged soldier settlement scheme, group settlement, Industries Assistance Board, wire netting, pine planting, additions to the agricultural school at Narrogin, State farms, additional capital for the Agricultural Bank, passages for migrants, additions to the Agricultural College, and the Midland abattoirs. But there are one or two points on which I hope the Minister will be prepared to furnish a little more information than is now available. For instance, there are advances under the discharged soldier settlement scheme; recoup to loan suspense; Peel Estate, roads and drains; Peel Estate, Stake Hill bridge, tidal gates and other works as authorised. I hope the Minister will supply information regarding what is intended. The drainage work is no doubt essential, and the Government are committed to it. In view of the enormous expenditure already incurred on the Peel Estate, however, I do hope the Government will not, unless it is absolutely essential for the transference of settlers to other parts of the estate, embark on further extensive road construction there. Then there is £1,300,000 for group settlement and migration. Under the heading of "Works" we find such details as contribution of the State's proportion to Federal aid roads in group settlement areas, roads in the Busselton, Denmark, Northcliffe, Manjimup and other groups, drainage in the Busselton, Denmark and other areas in South-Western and Southern Districts, and roads and drainage works as authorised. I hope the Minister will not regard me as unduly inquisitive, but

it would be informative if, when Loan Estimates were being prepared, fuller information could be made available, provided the cost would not be too much. The Auditor General's report, on page 25, states the total expenditure charged to group settlement at £4,695,418 8s. 9d. One would like to know what additional expenditure is to be incurred. In asking for the information I am not in any way declaring that the South-West should not be developed. It must be developed. It also seems to me that the Auditor General is raising a query as to the amount charged for interest in connection with group settlements. He says that some of the interest has been transferred to revenue as a charge against Loan funds. In my opinion, if it is at all practicable the difference between the interest the State is being charged and the interest that is charged to group settlers should be placed in a suspense account and not treated as revenue at all. I have been inquiring of people resident in the South-West what is the fair value of the pasture lands being laid down there, and the highest estimate I have received from anyone is £20 per acre.

The Minister for Railways: The value is £50 per acre in Tasmania, with a similar rainfall. The idea that group settlements are to be written down should not be encouraged.

Mr. THOMSON: I do not encourage the idea, because I consider it represents the only way of putting group settlers on a satisfactory basis. What is the use of charging a man land tax and income tax if he is on a hopelessly over-capitalised property? If we can place him in the happy position of being able to pay rates and taxes, he will be a much better asset to the State. However, I am merely giving an illustration of the value put on the South-Western pasture lands by practical men, including members of Parliament. Their valuations run from £10 to £20 per acre, though some of the pastures are placed a little higher.

The Minister for Railways: Like all Western Australians, your informants have no proper appreciation of the value of Western Australian lands.

Mr. THOMSON: A proper appreciation can be arrived at by taking into account the kind of living land will give under proper cultivation. Indeed, that is the only reliable means of arriving at the value.

The Minister for Railways: If these lands were in Tasmania with a similar rainfall,

you would place a much higher valuation on them.

Mr. THOMSON: If our wheat lands were in the Wimmera district, they would be worth £20 per acre.

The Minister for Railways: They produce just as much as the Wimmera lands.

Mr. THOMSON: I do not want to see our wheat lands and other lands bringing as much as £20 per acre, because that is not in the interests of the State. The value of land depends entirely upon its productivity.

Hon. Sir James Mitchell: The value of land depends upon the value of its product. If wheat were bringing 10s. per bushel, our wheat lands would be worth £30 per acre.

Mr. THOMSON: I do not wish to enter into a discussion of land values on these Loan Estimates. A sum of £1,300,000 is provided for agricultural development, and we recognise that roads are part and parcel of land development. Still, I hope the Minister will be able to give us a little more information than is available at the present moment. Now I want to deal briefly with main roads. On these Estimates £10,000 is provided for salaries, and £15,000 for departmental incidentals; and further on there is an item of £300,000 representing the amount of our contribution to the Main Roads fund. Apparently we are going to spend only about half of that amount, as there is an estimated unexpended balance of £131,000 odd. The explanatory note to the item reads—

Contribution to Federal Aid Roads and balance of Main Roads Development Grants; Construction and improvements to roads and bridges throughout the State, including the North-West, as authorised, and grants to local authorities.

I know, of course, that the money for the grants has been allocated; but it would be informative to members if a schedule were supplied showing how the money is being distributed and among what districts. Indeed, I regard such a schedule as necessary. There is another item of £650,000 for road construction, and £120,000 is earmarked for the Canning-road. I presume the Minister in charge will be able to state what the Government propose to do with these moneys. The amount for the Canning-road seems an enormous one to spend on a single road. I recognise the necessity for putting main roads in order, and I am not seeking information from any selfish motive, or from any opposition to the expenditure. I merely desire more information on the items I have

mentioned. A policy of 5-year grants has been laid down for main roads; that is to say, a district submits the roads it wishes to have constructed, and then knows that each year it will receive approximately £2,000 to spend within its boundaries on road construction. Though I know it is against the Government's policy, I strongly urge them to consider the calling of tenders for these roads. It has frequently been asserted that tenders cannot be obtained for this class of work, and that contractors will not incur the expense of purchasing machinery for road construction; but if we put into effect the five-year policy to which the Commonwealth has practically agreed, and if then we call tenders for road construction extending over five years, contractors will be found, or contracting companies will be formed, to undertake the work and to face the expense of obtaining up to date machinery for road construction. I earnestly ask the Government to consider that phase of the question. I am strongly in favour of tenders being called, and of the department also submitting a tender at the same time. If the department's price is the lowest, let the department have the work, and if there is any loss the State will have to make it up.

Hon. G. Taylor: What do you suggest should happen to the engineer responsible?

Mr. THOMSON: Unless he could give sound reasons why his estimate had been exceeded, I am afraid that for my part he would be looking for another job.

Hon. W. J. George: Who is to determine the soundness of the reasons—the Minister?

Mr. THOMSON: If an engineer undertakes to construct certain work at a given price and fails, it is only right that he should stand up to his mistake.

Hon. W. J. George: Is it fair to hold him to a loss, but give him nothing when he shows a profit?

Mr. THOMSON: If the hon. member will have a little patience he will find that I have a practical solution to offer. If we put a man in a position of responsibility, I would do exactly with him as I do with men in charge of my own works, namely, I would give him a bonus when he showed a profit. If a man shows by his executive ability that he is able to construct roads more cheaply than can the private contractors, I would give him a substantial bonus in recognition of his services. The Government, when they have small country work in hand, do call for tenders. If it is fair

and reasonable to call for tenders for the construction of schools and similar buildings in the country, it should also be reasonable to call for tenders when hundreds of thousands of pounds are involved in the construction of roads and railways. I hope we shall receive more information about the Main Roads Board than we have had in the past. If all reports be true, there is a certain degree of chaos and disorder in the work of that board. I believe that has arisen through our action in attempting to rush the construction of roads in a manner far from economical. I hope that now the chairman of the board has returned, some better policy will be laid down. This Main Roads Board suddenly became one of our largest spending departments, and we endeavoured to evolve an organisation so quickly that I am afraid it has been very costly. As I say, now that the chairman has returned from abroad I hope things will be placed on a very much better footing than they are at present. Coming to local matters, I find in the Estimates provision for the erection of and additions to court-houses and other buildings. At Katanning, increased courthouse accommodation is long overdue. It is a disgrace to the Department of Justice that in an important town such as Katanning, when the order is given to clear the court there is no available room for the witnesses, male and female. They have to go right outside, and if it be raining the police sergeant makes his room available for them, while if the weather is fine they can go and sit on the street kerbing. I hope the Minister for Justice will see to it that provision is made for much-needed additions to the Katanning courthouse. When I turn to the Agricultural Department I say quite frankly that I shudder to think of what would happen if we had a fire in the department's building at Katanning. A mass of valuable records is stored there, the destruction of which would place the department in a serious position. Again, I urge the Premier to give earnest consideration to the provision of a very much better building for the State Savings Bank at Katanning. It is the avowed policy of the Government to popularise the State Savings Bank. Some of the Ministers have seen the accommodation provided at Katanning, and I think they agree with me that we cannot expect to expand the bank's business until we give better accommodation than exists at present. I have touched upon these smaller



items from the point of view of my own electorate. I hope that in the Loan Estimates next year, particularly in respect of expenditure on roads, we shall have very much fuller details than have been afforded us this year.

**MR. BROWN** (Pingelly) [5.38]: On receiving these Estimates, naturally we look to see what is provided for our respective electorates. I regret to say that apparently I have not been able to accomplish very much.

The Premier: Oh, be cheery. Don't be downhearted!

**Mr. BROWN**: On last year's Estimates were several items for work in my electorate, but that work has not been carried out yet. As to the £150,000 to be spent upon improvements to opened railways, if the Minister were to inform us how that money is to be spent in detail, it might save a great deal of unnecessary talk. One evergreen subject with me is the deplorable condition of the Pingelly railway station. I think Mr. Collier, when Minister for Railways many years ago, had a look at that station. I do not remember exactly whether it was Mr. Collier or Mr. Seaddan who said it would be a good job if somebody put a match to it.

The Premier: Certainly I did not.

**Mr. BROWN**: Yet that railway station is still there. Very frequently the platform proves to be all too short, for five or six coaches extend beyond it, and old people have to climb down as best they can. So heavy is the traffic on the Great Southern railway that we have tremendously long trains, and in consequence the platforms are altogether inadequate.

Hon. W. J. George: In some countries, platforms have been done away with.

**Mr. BROWN**: If that system is introduced here, we shall have to reorganise and rebuild our coaches, adding steps to them, like those on the trans-Australian railway. The accommodation at the Pingelly railway station is altogether inadequate, and is a positive disgrace to the railway system.

The Minister for Railways: Tell us about Brookton, where there is a very complete station.

**Mr. BROWN**: Yes, it is a splendid station at Brookton, although the department derives from Brookton only half the revenue that is collected at Pingelly. The revenue from Pingelly is increasing every year. I cannot say whether there is on the Estimates

provision for the building of a railway station at Pingelly, but I understand a certain amount of money is to be allocated to that purpose. The engineers went there and picked out a site, and I think plans have been prepared, but I do not know whether the necessary money is included in these Estimates.

The Minister for Railways: You pass these Estimates and you will find you are lucky.

Hon. Sir James Mitchell: If you do pass them you will never get your station; they ought to be reduced.

**Mr. BROWN**: We can congratulate ourselves upon having a railway system of something like 4,000 or 5,000 miles, although we are only a handful of people. However, there are many improvements that ought to be effected for the welfare of the people using the railways. I have been trying to get a stockyard for Stretton ever since I have been in Parliament. I have received from the department communications stating that when funds are available this stockyard shall be provided. I cannot say whether there is any money for the purpose on these Estimates. Stretton is a thriving sheep district, and the number of sheep there is increasing rapidly. Still, to have to travel miles away to get a yard is very inconvenient to the farmers.

The Minister for Railways: Stretton is seven on a list of 27. So you are getting well up.

**Mr. BROWN**: It has taken four years of hard battling to get that far. I have often referred to the necessity for fencing our sidings. Notting produced 56,000 bags of wheat last year; yet the siding is unfenced, in the open bush. I ask is it feasible to put a stack of 56,000 bags in an unfenced area and leave it there for stock to come along and damage it? That is by no means desirable. I can remember when people were advocating the fencing in of the whole of the Great Southern railway. I believe it is now fenced in on both sides. Yet here we have a siding that produced 56,000 bags of wheat last year, notwithstanding which the Government refused to fence it in.

The Minister for Railways: You know the conditions.

**Mr. BROWN**: When that siding was authorised, nobody expected that 56,000 bags of wheat would be delivered there. Money ought to have been provided for conveniences such as those to which I have referred.

It is possible that there are other places in the State where some money should also be spent for the benefit of the public. I am proud of our railway system; I travel on it every week, and whilst the conveniences are good, the attention from the officials leaves nothing to be desired. Considering that we have only a 3ft. 6in. gauge, the pace the trains get up is remarkable. I have been in trains that have travelled between 40 and 50 miles an hour. I do not know whether that is beyond the regulation speed.

Hon. W. J. George: Our average is 36 miles.

Mr. BROWN: Why, the Trans train does not do that.

Hon. W. J. George: I have travelled at a speed of 60 miles on our lines, but that is expensive on the maintenance.

Mr. BROWN: Members are aware that the first time I spoke in this House I advocated the construction of the Brookton-Dale railway, and urged that it be built as quickly as possible. I urged that the line should be built to Kalgarin. In my opinion it should go to Kondinin and eventually junction with Armadale, making a short cut to Fremantle. Last session a Bill was to be introduced for the construction of this line, but at the last moment it was withdrawn. Possibly its withdrawal was to my advantage. In the Governor's opening speech this session it is distinctly set out that a Bill will be introduced for the construction of this line. The Premier also intimated that it would be submitted. Now we find it is going to be shelved. What is behind it all? I fail to see why the Premier cannot take the House into his confidence and let us know the reason. The people at Kalgarin have been living in anticipation of the construction of the line for some years.

Mr. E. B. Johnston: It is the most necessary line in the whole State.

Mr. BROWN: Yes, absolutely.

Mr. Lindsay: Mine is the most necessary.

Mr. BROWN: Of course, there is no place like Toodyay, which, we are always being told, will grow ten times more wheat than any other place in Australia! The country that is being developed to the east of Kalgarin will, in a little time to come, leave Toodyay a long way behind in the matter of wheat production. In expectation of the railway being built the people out there have cleared more acres and have put more acres under crop. They have been working under

difficulties ever since they have been out there, and those difficulties will continue when they start moving their crop into Kondinin. They are in the same position to-day that they were in three or four years ago.

Mr. Latham: It is breaking the hearts of the best people we have ever put on the land.

Mr. BROWN: That is so. The men in that country are of a type we should be proud of. They are living in hopes the whole time that something will be realised and that they will be able to get a little nearer to the railway than they are at present. I was told the other day that farmers were growing wheat 50 miles from Kondinin. I know for a fact that there is a very big acreage under crop 35 miles from Kondinin. We all realise that it is impossible to make farming pay when settlers are so far away from a railway. It is impossible to farm at a distance greater than 12½ miles, yet these poor individuals to whom I have referred are obliged to farm year after year away out in the bush, and the saddest feature is that they appear to be as far away as ever from the construction of a railway to their locality. I am one of those who, if I advocate a certain thing, and I am defeated, I take it as a sport would and abide by the decision, but in this case I still say emphatically that there should be no further delay in the construction of this railway. I trust that the next time we speak on the Address-in-Reply or on the Loan Estimates something will have been accomplished.

Mr. E. B. Johnston: We ought to have the Bill this session.

Mr. BROWN: I am pleased that the Government have passed the Bill to authorise the construction of a railway to Wiluna. The argument used yesterday was that Geraldton was the natural port for that new goldfield, and that a considerable saving in distance would be effected by the construction of the railway from Meekatharra. If it is so, then the Government have taken the proper course. I can prove that Fremantle is the natural port of the Kalgarin district and that when the railway is constructed considerable traffic to this port will result. I have been asked to inquire whether there would be any chance of the Government agreeing to a dump for the wheat from the Kalgarin district. In my opinion that is not advisable because we do not know where it is to go. If the wheat is

to remain in the dump the loss is bound to be considerable. The Government, however, could do something to help the settlers by subsidising them to get their wheat to the nearest railway station.

Mr. E. B. Johnston: It is costing 6d. per bushel to get the wheat to the siding.

Mr. BROWN: In some cases it is costing 2s. a bag to get it in at the present time. At one period those settlers formed themselves into a company and bought two or three motor trucks, on credit, of course. All the settlers were working on Agricultural Bank money. But the expenses of this company were too high and it was not possible to carry it on. Some of the individual farmers have trucks now, but a 1-ton truck can carry only 12 to 15 bags of wheat with safety. It is too slow a process altogether. During the present season Kalgarin should have over 100,000 bags. Imagine what that would mean in feeding our railways! If the Government can do something to relieve the position, they should certainly do so, and I suggest that they should subsidise the farmers to get their wheat to Koninin. I hope next time I speak on the Loan Estimates I shall have a more pleasing story to tell, one that will at any rate be more satisfying to me. I have no desire to look at these matters in a parochial light; I view them from the point of view that they are of benefit to the whole State. I am aware that the Treasurer has heavy demands on his purse, and that these demands come from every part of the State. He has to work carefully, otherwise he would soon find himself, like the rest of us, short of cash, before the end of the financial year. We are supposed to be getting cheap migration money, but I often wonder whether in the end it is going to be cheap money. One of the conditions is that we must settle a migrant for every £75 we receive. If that be so, we must find land for those people. I look at the position from the point of view of our own boys, who are unable to get holdings at the present time. If we bring migrants to the State, we must find land for them, but when we have to look after our own boys who have been reared on farms, it is difficult to see how we are going to place all the migrants. Our own people will make most successful settlers wherever it is possible to be successful. I sincerely trust the Government will be able to do something on the lines I have indicated.

MR. GRIFFITHS (Avon) [5.57]: In going through the Loan Estimates one is struck with several things, particularly in regard to the large amount it is expected will be spent this year. Of the total of 4¾ millions, only £305,000 will be devoted to the construction of new railways. The Leader of the Opposition last evening stated that, were he in charge at the present time, he would spend the greater part of this total upon railways because they would be the best paying proposition of the lot. There is sound sense behind that statement because surplus earnings go towards paying interest and sinking fund on the money we raise. If there be no surplus earnings, the money must come out of revenue. Regarding railways, I notice that £90,000 is being provided for the Albany-Denmark extension, £5,000 for the Brookton-Dale line, £5,000 for the Yarramony Eastward line referred to yesterday by the Leader of the Opposition as one of the "God-bless-you" lines, £80,000 for the Ejanding Northwards line, £4,000 for land resumption for new lines, £15,000 for surveys, and £20,000 for water supplies. The Leader of the Opposition told us that £305,000 was to be spent on new railways. I make the total £244,000, but I presume the balance will be for rails and fastenings, etc. There is also £25,000 provided for the Kalkalling-Bullfinch line, so that in those two railways alone—Kalkalling-Bullfinch and Ejanding Northwards—no less than £105,000 is to be provided. On the reconstruction of the Canning-road I notice that £121,000 is to be spent. This is £16,000 in excess of what is to be spent on the two railways I mentioned. That is really £16,000 in excess of the funds to be spent upon those two railways. I have nothing to say regarding the Canning road, but it seems extraordinary that such a large sum of money should be set aside for that one road. There may be some special reason for it; it may be a military road.

Mr. E. B. Johnston: Then the Federal Government should pay for it.

Mr. GRIFFITHS: I presume that if the road is partly under Federal jurisdiction, the Commonwealth will supplement that amount by a further £121,000.

Mr. E. B. Johnston: I do not think it is a military road.

Mr. GRIFFITHS: Whatever the explanation may be, it is certainly a very large sum for that one road, particularly in view of the expenditure contemplated on two im-

portant agricultural lines. Then again, under the heading of "Development of Agriculture," many items appear. One refers to pine plantation for which £10,000 has been set aside. I do not know that that work can be regarded under the heading of agricultural development. I notice that in all £1,671,500 is set aside under that heading and £100,000 is included for Agricultural Bank capital. I suppose these and other items come under the agricultural heading, but we find that the group settlements account for £1,300,000 of the total. When we mention agriculture, we have come to regard that as referring to the wheat areas, and at first glance the total vote may appear to be a large sum to be expended upon the development of agriculture. I find, however, that migration for the groups accounts for £1,150,000 and another £150,000 is earmarked for works in connection with group settlement. That accounts for the £1,300,000 to which I have referred. Deducting that from the total vote, it means that £361,500 only is set aside for the development of agriculture under other general headings. It does not seem quite right to attribute all those items to agriculture, yet members seem to think that we should be delighted when such a large total is indicated in the Loan Estimates. Regarding water supply and sewerage works, £122,000 is to be spent on sewerage operations in Perth and Fremantle and £238,000 on the metropolitan water supply. That gives a total of £360,000 or exactly double the amount to be spent on the provision of water supplies in the agricultural areas, for which £180,000 is allocated. I do not mention that in any carping spirit, because we know that the development of the country areas renders it necessary to make further provision for the city and town areas.

Mr. North: But the vote provides a good deal more per head in the country.

Mr. Clydesdale: For which the people in the metropolitan area have to pay.

Mr. GRIFFITHS: Under the heading of administration, £174,617 is provided, which is an increase for the year of £32,000. I take it that money will be spread over the various departments. We recognise that as the State progresses, naturally administrative costs must increase, but, nevertheless, that is an extraordinarily large amount for which. I presume, there is some explanation. For buildings, £100,000 is set aside. Under that heading may I draw the attention of the

Minister for Justice to a recommendation of the Commissioner of Police regarding the necessity for improved police accommodation at Tammin.

The Minister for Justice: You know that is on the list!

Mr. GRIFFITHS: That is so. Dealing with road-making, before the Minister for Works left for the Eastern States I made available to him certain information that was in my possession. I thought it would be likely to aid him in his discussions in the Eastern States. We are differently situated from the people in Victoria. We could put 11 Victorias into this State. We have under 400,000 people here, whereas there are over 2,000,000 people in Victoria; we have 33 per cent. of Australia's land space, whereas Victoria has only three per cent.; we have 975,920 square miles whereas Victoria has only 87,884 square miles. In that State of small territory and dense population there are plans and specifications fixed up for the whole of Australia. Consequently they send us here plans and specifications for what I might call super excellent roads. They may be all very well for Victoria, but are out of all reason in the drier areas of our State. Victoria has five times our population and we have 11 times their area. What we want here is not chains of super excellent roads, but miles and miles of good pioneering roads. That applies more particularly to the drier areas in the wheat belt, although I know that in the wetter parts of the State in the South-West more substantial types of roads must be constructed. The big item in connection with road making is not the original construction, but the subsequent maintenance and upkeep. In Kellerberrin the people have gone in for wide earthen formations, which are 44 feet wide within five miles of the town and 33 feet wide beyond that distance. They have had to carry out certain repairs on those formations. Three of the roads have been constructed under departmental jurisdiction or by the department. From October, 1925, to August, 1926, £35 7s. 2d. was spent on the North Kellerberrin road; from October 1925 to November 1926, £43 10s. was spent on the South Kellerberrin road; and from March 1927 to April 1927, £19 4s. was spent on the South-West Kellerberrin road. They are not long stretches of road, but the maintenance has cost just under £100 for the periods I have mentioned. Members

can contrast that with the following report I have received from the district:—

We have a stretch of our own gravelling westward from the town past Mr. M. A. McCabe's house. This was fixed up nine years ago and has been re-graded twice only in that time, although it carries fully five times the motor traffic that any other road in our district does. Almost all the three roads mentioned will require retouching next winter.

I want to emphasise that point because on those three small stretches of roadway, the maintenance and upkeep has run into a fairly large amount, although the roads are comparatively new. Recently I asked for a return to be tabled in connection with soldier settlement along the route of the Yarramony-Eastward railway.

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

MR. GRIFFITHS: I was referring to the return that I had asked should be placed on the Table of the House. I asked for that return not in any carping or fault-finding spirit, but to get certain information that I felt assured would bring clearly home to Ministers the position of the returned soldiers settled along the route of the Yarramony eastwards railway. I asked for particulars of the soldiers settled in that district and was informed that the number was 58, some of whom were within 12½ miles of a railway. Those would be the men settled at the Merredin and Yarramony ends. Of Federal money advanced there has been £26,699 and other advances amount to £53,075, making a total of £79,774. I asked for those particulars at the instigation of a deputation of returned soldiers, who waited upon me and pointed out how difficult their position was becoming. I already had a list of the soldiers settled along the proposed route, but an additional list was given in the return. It showed that the bigger proportion of the soldiers were 15, 16, 17, 18 and 19 miles distant from a railway, while distances of 22 and 23 miles were common. As the men pointed out, to cart 22 or 23 miles was a burden they could not bear. It really placed them in an uneconomic position, and year by year their position was becoming worse. The Premier will remember a deputation that waited upon him, including a certain representative of the returned soldiers, who stressed the points I am making now. They particularly emphasised the difficulty of long cartage and the tre-

mendous waste of time in going to and from the sidings. When demobilisation took place, thousands of men had to be transported from England and France to Western Australia. The Federal Government recognised the difficulty with which each State was confronted, and placed certain funds at the disposal of the States for the settlement of returned soldiers. I understand that over a million and a half of money was provided for Western Australia. They recognised that it was necessary to place many of the returned men hastily on the land in order to get them away from the towns. If they were left idling about the towns it was thought there might be some trouble. Thus the Federal Government recognised that there must be some losses, and I believe a million and a half has been credited to this State to meet those losses. When such money has been placed at the disposal of a State for the settlement of returned soldiers, it is hardly playing the game to leave them so disadvantageously placed as regards transport facilities. Farmers cannot make good when they are 22 or 23 miles from a siding, and when to that is added the loan debt, it will be recognised that their position is becoming unsound and that each year finds them getting deeper and deeper into debt. They have asked me to appeal to the Government to consider the position. They desire the Premier to make some announcement as regards providing them with transport facilities. When they were placed on their blocks they felt that it was intended to provide adequate transport facilities, and on that ground I appeal to the Premier to say when something is likely to be done for the returned soldiers, apart from the civilian settlers. The return states that of 26 soldiers placed on Quellagetting, only seven are left. I made inquiries to-day at the Lands Department and found that amongst the soldiers settled on the Quellagetting Estate itself there has been only one change. I presume the reference in the return is to the district generally. It seems deplorable that 19 out of 26 settlers in the Quellagetting area should have been starved off their holdings. I hope the Premier will be able to give us some idea when steps will be taken to meet the requirements of those settlers. I should like him to say whether they will have to wait a year or perhaps for ever.

Hon. G. Taylor: A sort of Kathleen Mavourneen.

Mr. GRIFFITHS: I do not think the Premier meant his remarks in the way that some of the settlers have interpreted them. They do not regard the matter as one for joking and I am quite sure the Premier does not. I appeal to him to say when something is likely to be done. I know he must find it difficult to meet all the demands made by city, North-West, country and goldfields members. All of them require something and to satisfy everyone is impossible. It seems to me that the putting of £5,000 on last year's Estimates, not spending it, and then putting it on this year's Estimates again is only raising false hopes.

Mr. E. B. Johnston: Your £5,000 is there again this year, but the £10,000 provided for the Kalgarin railway last year is not there this year.

Mr. GRIFFITHS: But the preliminary survey has been fixed for the Kalgarin railway, so that the hon. member need not worry. A lot of the people take strong exception to the building of a new line to serve country that has not been settled anything like so long as the Yarramony country. The member for Toodyay (Mr. Lindsay) may not agree with them, but they contend that the Yarramony line having been approved by Parliament, it should be constructed before the Ejanding northwards line. I do not object to the construction of the Ejanding northwards line, or to any other agricultural railway.

Mr. Corboy: People in the Ejanding northwards area are out 70 miles from a railway.

Mr. GRIFFITHS: But many of those people have gone there only in recent years and many of the settlers in the Yarramony district have been there 20 years. I admit that railways are needed. As the Leader of the Opposition pointed out last night it would be wise to spend more money on reproductive works to open up the country. Agricultural railways will be wealth producing. When we find that more money is spent on a road in the metropolitan area than on two agricultural railways, well, it does not appeal to the man on the land who is situated a long distance from a railway. I have no small matters to ventilate to-night, but I hope the Premier will make some announcement on the question I have emphasised.

MR. E. B. JOHNSTON (Williams-Narrogin) [7.41]: The Loan Estimates this year providing for an expenditure of £4,829,409 are prepared on lines that certainly meet with the general approval of most of us as regards the bulk of the expenditure. The money is to be devoted largely to the development of the mining and agricultural industries, the carrying on of group settlement, the provision of capital for the Agricultural Bank and the Industries Assistance Board, the improvement of our harbours and rivers, the construction of roads and bridges, the improvement of our railways, and to some extent the construction of new railways. The Leader of the Opposition and the Leader of the Country Party have reviewed the expenditure fully and their general criticism, I think, will be approved by members on this side of the House. I desire more particularly to refer to the attitude of the Government regarding the construction of railways that have been authorised in this State, and I urge that this is the direction in which greater expedition is required. When the Loan Estimates come before Parliament each year not only members, but people right through our widely settled areas, particularly where the newer settlement has taken place, look to see whether the railways that have been promised by Ministers, authorised by Parliament, or approved by the Railway Advisory Board are to be constructed quickly. To-day, when the demand for land is so great, and when the splendid seasons, due to our regular and abundant rainfall that must be the envy of all the other States, are so greatly in evidence, is the time when greater expedition should be manifested in the construction of railways necessary not only to serve existing settlement but to open up fresh land for cultivation. I am disappointed when I review this large expenditure of £4,829,000 to find how small a proportion is to be devoted to the building of new lines. We find that the sum for railways and tramways amounts to a total of £851,650. Quite a considerable portion of that is for improvements and additions to existing railways. The sum of £150,000 is properly provided for that purpose. I and other members of the House realise that these facilities must be provided if we are to attract people to our shores. That is why every member has a list of railway improvements that are essential to the conveniences necessary for the proper working of the railways in the different agricultural dis-

tracts. I have gone carefully through the Estimates with a view to seeing how much is being spent this year on railways under construction. I find that £15,000 has been spent on completing the Norseman-Salmon Gums railway, which was opened under very happy auspices a few weeks ago. The sum of £90,000 is provided for the building of the railway from Denmark to Nornalup Inlet. This will be of great service to the big population on the groups west of Denmark. The sum of £80,000 is provided for the construction of the Ejanding northwards railway, which is now in hand, through a very fine wheat-producing area in which there are a large number of good settlers. The Government did the right thing in providing for this expenditure. It is a pleasure to find that they have decided to build that railway so soon after its authorisation by Parliament. The sum of £25,000 is provided for the Lake Brown-Bullfinch railway, the construction of which was started during the last two or three weeks.

Mr. Corboy: Last week.

Mr. E. B. JOHNSTON: That makes a total expenditure on the four railways of £210,000. One of these has been completed. I am taking the item rails and fastenings for new railways at £100,000, which makes a total expenditure of £310,000 on the construction of railways during this financial year. Leaving out the one railway that has been completed, there are now three in hand. I am glad the Government have three railways in hand at one time. They have established that record during the last year or two for the first time for many years. I was somewhat concerned when the Norseman-Salmon Gums line was finished lest there should be only two railways under construction at one time, but now that the Lake Brown-Bullfinch line is also under construction, that gives us three lines that are going on at once. When we look at the long list of authorised railways, and remember the considerable settlement that is affected, and the length of time during which this settlement has taken place, and remember the amount of new land that will be opened up by most of these lines, I say without question that a more vigorous policy is necessary. Although the Government have established a new record for recent times in having three lines under construction at once, I am afraid that will not meet the demand of the present and the immediate future. I

wish to refer to some of the railways that have been authorised by Parliament. The Premier in a very happy remark pointed out that if all the necessary works required in this country were not on the Loan Estimates, all the works that were included were certainly necessary. I venture to say that some of the works that are not included, but which have been authorised by this Parliament, are of the utmost necessity for the development of the State. The expenditure on railway construction for this year of only £310,000—it may be a little more if certain departmental items are included—is not satisfactory to me, when compared with a total Loan expenditure for the year of nearly £5,000,000. Neither is it satisfactory to many settlers in the districts for which railways have been authorised, and who have played their part splendidly in regard to the improvement and cultivation of their holdings, but who still find themselves denied the iron horse. The Yarramony railway was authorised a long while ago, and the people are very anxious to see it go through. The member for Avon was only doing his duty to his constituents in bringing the matter under the notice of the Chamber. We also have the Brookton-Dale railway. Both these lines were authorised before the present Government came into office. All the residents of the Great Southern districts would be very pleased indeed to see the Brookton-Dale railway, as another trunk line, not only from Brookton to the Dale, but right through to Armadale. It would mean a very great saving in distance and freight between the whole of the producing areas east and south of Brookton and along the Great Southern railway, in the getting of the produce to its natural port at Fremantle. Only one section has been approved by Parliament. The Brookton-Armadale railway has never been ratified by this House. The section which has been approved for over four years is the short section from Brookton to the Dale. I commend the Government for their action in deciding to resurvey that line to pick up the easiest grade and straighten out what must become one of our trunk lines in the future. That work is now in hand. Any delay that is necessary, so far as it comes from the new survey, is justifiable. Once the survey is completed the line should be built quickly, not only from Brookton to Dale and not started at the Brookton end. The line ought to be built on the route recommended by the Rail-

way Advisory Board as far back as 1911. The railway should commence at Armadale, run to a point on the Perth-Albany road near the 44-Mile and branching from there in the form of a Y from the 44-Mile on the Perth-Albany road on the one hand to Brookton, and on the other hand straight from Dwarda, which is only a short distance, making a complete connection between Armadale and Brookton and Armadale and Narrogin via Dwarda. I am glad the people of those districts are working unitedly for the carrying out of the Advisory Board's report in this direction. When the connection from Armadale to Dwarda and Narrogin is made as a trunk line, that in itself will save 57 miles of freight between Narrogin and all the districts south and east of Narrogin, —which are the greatest producing areas in the State—and the natural port of Fremantle. It is wrong for people in that part of the State who have been there so long—I refer to the residents of Narrogin and east and south, particularly—should have to pay 174 miles of freight from Narrogin to Fremantle round by York and Spencer's Brook, when the direct route from Fremantle to Narrogin via Dwarda is only 117 miles. The town of Narrogin is really quite close to the metropolitan area, and yet we are denied access to the port of Fremantle, by our front door, by the direct route via Dwarda and Armadale. All our freight and passenger traffic, and everything we produce for export, and all that we consume that is imported, is brought into the port of Fremantle, and then 174 miles of freight is paid before it either reaches Narrogin or gets from Narrogin to Fremantle, whereas we should only pay for 117 miles of freight between Narrogin and Fremantle. That disability is piled on to the shoulders, to an equal extent, of the whole of the people south of Narrogin.

Mr. A. Wansbrough: It affects people as far as Albany.

Mr. E. B. JOHNSTON: It affects the whole of the Great Southern district. It adds 57 miles of freight and three hours of travelling time to all traffic between the Great Southern districts and the metropolitan area, or to some seaside resort at Fremantle. It is a matter of vital importance not only to the districts I represent but to everyone right through to Albany. On looking through the list of authorised railways I find that no

provision is made this year for any expenditure upon the extension of the railway from Pemberton southwards. The group settlers of Northcliffe and throughout that area are put to great disadvantage through the absence of railway communication. There is a large population down there, and the people are getting well upon their feet. Some of the most successful groups in the State are found at Northcliffe. I am sure the Government have a desire to provide railway facilities for these people, and I urge that the line should be built as early as possible. Three of the railways I have referred to were authorised before this Government came into power, and since they came into power they have very properly carried out the work of building those particular railways. So far, no instance has been brought forward of any report of that independent and properly constituted tribunal of professional men, the Railway Advisory Board, being departed from in regard to any railway route. I hope the Government will continue that policy on all occasions in the future. The Boyup Brook-Cranbrook railway and the Manjimup-Mt. Barker railway were both authorised by this Government. I assure the Premier that the action of his Government in authorising them was very much appreciated by the residents of the great producing districts which these railways will serve. They are, however, very disappointed to find no provision for the construction or even the commencement on the present Estimates of these railways. I think that is the full list of railways so far authorised and awaiting construction, with the exception of one passed through this Chamber, the Wiluna railway, which I take it will be approved within the next few days. The most serious omission from these Estimates from my point of view is the omission of any provision for railway facilities for the Kalgarin district. That land was thrown open for selection, and most of it was selected ten years ago. Some six years ago the previous Government promised that a railway would be built to Kalgarin, and sent the Railway Advisory Board out with a view to ascertaining which route the railway should take. The Railway Advisory Board in the first instance unanimously recommended that Kalgarin should be served by a railway commencing at Lake Grace, running



through the North Lake Grace areas to Burngup, East Walyurin, East Jilakin and on to Kalgarin. This year at least a quarter of a million bags of wheat are being produced in that important part of the State. The railway as recommended is only one for 55 miles running north. The people expected to have dumps for their wheat there at least five years ago. Last year £10,000 was provided on the Estimates for the preliminary work in connection with the construction of that line. A careful search through the present Estimates shows that the item has disappeared altogether, and I can assure the Government that that fact will be most disappointing to the residents of the area. Nothing at all has been done except that, for some reason which passes my comprehension, the Government departed from the usual practice of authorising a line on the route recommended by the Railway Advisory Board. This was at the instance of Mr. Stileman, who has a most unfortunate faculty for disagreeing with everybody else on most professional matters.

The Premier: The other people will not agree with him.

Mr. E. B. JOHNSTON: I find that both in regard to the Fremantle harbour and in regard to this railway the consensus of opinion seems in a different direction from that which the eminent Engineer-in-Chief advises. At any rate, the Government saw fit to appoint a sort of super Railway Advisory Board—a special committee to review the work of the original Railway Advisory Board at Mr. Stileman's suggestion, or at any rate as a result of his expressing different opinions from those to which the Railway Advisory Board had unanimously agreed. Certainly the Government could not have appointed a better special committee than they did, as it consists of Mr. Stileman, the Surveyor General, the Manager of the Agricultural Bank, and the Commissioner of Railways. We have the report of the special committee, though unfortunately Colonel Pope's signature is not affixed to it, owing to his illness. At any rate, we find again that the majority have recommended the Lake Grace-Kalgarin route Mr. Stileman alone prefers a different route. I say, for goodness' sake let those people in that great producing area have a railway and do not let these differences of opinion delay the matter any longer. I certainly think

that the route which the Government should have chosen is the route originally recommended by the Railway Advisory Board and confirmed by the majority of the special committee appointed to inquire into the matter. It is pleasing to know too, that the majority report signed by Mr. Camm and Mr. McLarty recommends the route from Lake Grace to Kalgarin, and also states that the line must be eventually extended from Kalgarin to Southern Cross. In that district we have probably our largest area of unalienated Crown lands suitable for agricultural settlement. I believe Mr. Banks Amery and members of the Migration and Development Commission were taken through some of the land. Certainly it is that right through from Southern Cross to Ravensthorpe, and from Lake Grace to Kalgarin, there is a very large area of good land; and I say, now is the time for the Government to get on with the business. Surveyors are out, the land is being classified, and it should be surveyed quickly. The Minister for Lands has shown his interest by visiting the district, and we were very pleased when we saw it reported in the Press—though the Minister has since corrected the statement—that a railway was to be built through that area from Southern Cross southward. We do know that the special committee recommended that the line should go from Lake Grace to Kalgarin, with a view to its extension to Southern Cross.

The Minister for Lands: When the country is opened up, it will of course get railway facilities.

Mr. E. B. JOHNSTON: The sooner all that country is opened up and made available for the hundreds of hungry land seekers, the better. The only other authorised railway is the Lake Mollerup Eastward. The Bill for that line went through, and it is another railway which should be built at an early date, because there is a large area of wheat country in the district that it will serve. I urge the Government, even at this late stage, to reconsider the question of the Lake Grace-Kalgarin railway. There is huge settlement in that district, and a large quantity of wheat awaiting transport this winter season. Let it be remembered that many of the settlers in the district are paying up to 10d. per bushel to get their wheat

from the farm to the nearest existing railway. Certainly that is a charge which the price of wheat in this country, exporting 85 per cent. of its wheat production, does not justify. I thank the Premier for saying the railway is to be built, but I would ask, cannot the Government bring the necessary Bill down this session? There can be no question at all as to the route. The consensus of professional opinion shows that the route should be from Lake Grace to Kalgarin. That, I think, is definitely decided; and even if construction cannot be commenced during this financial year, the people should at least know that they are going to get a railway. I hesitate to think of the tremendous disappointment that will be felt throughout the district when the settlers, who have been several years on the land, find that again Parliament is about to prorogue without having passed this very important railway Bill. Last year, I believe, the Bill was actually prepared, when this question of the disputed route was brought into prominence. That was very unfortunate for the settlers concerned. They have had a year's delay which was never expected. I say, in order to cheer them up and give them better heart, even if the line cannot be built during the current financial year, bring down the necessary Bill to-morrow, and pass it, and let everybody concerned know that the railway will be built.

Mr. A. Wansbrough: Do not you think we should have a comprehensive scheme before we embark on another railway?

Mr. E. B. JOHNSTON: Of course I do, and that is why I am advocating this line. If the hon. member will read the Railway Advisory Board's report, he will see that the line from Lake Grace to Kalgarin is only portion of a great trunk railway that is to run northward from Kalgarin to Southern Cross, and southward of Kalgarin, tapping various spur lines, right through to the port of Albany.

The Premier: And another railway right across to Ravensthorpe.

Mr. E. B. JOHNSTON: Yes, and to Salmon Gums. I am quite sure the Government have vision enough, and we all have faith enough in this country, to be assured that the whole of that great scheme will be carried into effect. Some of the land is not yet served, and therefore I suggest this one necessary link in the chain of the splendidly comprehensive railway scheme which I am sure will be carried out. From Lake

Grace to Kalgarin the country is thoroughly settled, well developed, and producing plentifully. The production of wheat in that district this year will be a quarter of a million bags, and I urge the Government to see that the settlers have a railway to carry that quantity, a railway which will also open up a good area of land to the eastward for new settlers. I am surprised that the Government have not promised to bring in the Bill during the few remaining days of the session. If they did that it would alter the whole financial outlook of the district. At present the Agricultural Bank advance money at Kalgarin and East Jilakin, up to 35 or 40 miles from the line. That distance, however, is too great, and the advances are always subject to being curtailed. Let the Government put the necessary Bill through this session, and the settlers will be able to get the necessary advances, and will be able to proceed with the work of development in the knowledge that there is going to be no more bickering over routes but that the railway will be built at an early date.

MR. LINDSAY (Toodyay) [8.12]: Each member who has risen so far has asked for several railways. There seems to be a sort of conspiracy amongst a few members, because no one has mentioned a railway north of Southern Cross and everyone has spoken of railways south of Southern Cross. As population and production increase in the country districts the wants of the people also increase; and I have searched the Estimates to discover how much improvement is to be made in the existing railways in my electorate. But of course that information is not to be found in the Estimates. However, I wish to draw the attention of the Minister for Railways to the fact that I have made, during the last 12 months, several requests for such facilities as trucking yards.

The Minister for Railways: We offered you a station at Wyalkatchem and you would not take it when it was offered to you.

Mr. LINDSAY: I am not like the member for Pingelly (Mr. Brown), because I have had quite a number of things done in my constituency since my election to Parliament. The member for Pingelly says he has had nothing. There is a good deal on the Estimates for my electorate, relating to water supplies and railways.

The Minister for Lands: For which you ought to give an occasional word of thanks.

Mr. LINDSAY: It is necessary for me to keep pegging away at things that are needed. I should have liked to see certain items on these Estimates. My district is advancing, and hotels have been going up there; and I find that when an hotel has been opened for some time, an urgent request for a policeman reaches me from the residents of the town. In fact, there has been a suggestion that the cost of the policeman should be charged to the hotel.

Mr. E. B. Johnston: As a town grows, police become necessary.

Mr. LINDSAY: Police are very necessary in some places. I have just sent on to the Minister for Justice a letter dealing with a police report. At the same place I have asked for the establishment of a school, and I cannot find any money on these Estimates for that. Now I am going to ask the Minister for Lands for something. The Agricultural Bank at Kununoppin does as much business, I believe, as any Agricultural Bank branch in the State. Additions to the Kununoppin office have been requested for some years, and in view of the quantity of records there the accommodation should be doubled. The Minister for Railways mentioned the Wyalkatchem railway station. It is a fact that the Railway Department decided to spend £695 on the erection of a wooden railway station there. The Wyalkatchem people considered that as the Railway Department were building in wood, and were putting the station on the wrong side of the line—

The Minister for Railways: The wrong side of the line did not enter into the question.

Mr. LINDSAY: That was the principal trouble.

The Minister for Railways: The Wyalkatchem people wanted a station to cost considerably more than the Railway Department were prepared to spend.

Mr. LINDSAY: I understood the department was investigating for the purpose of making a different lay-out of the yard in order to put the station on the up side of the line. When you come to a junction where usually there are four or five rakes of trucks and the people have to climb over the trucks to reach the station, there is something wrong about the lay-out. It is a curious thing that on the Dowerin loop above Goomalling there is only one station on the town side of the line. Surely that is wrong. I have always understood that it was done in the early days when there was no co-

ordination between the two departments. However, I was not a party to turning down this station at Wyalkatchem. I sent the information to the road board, and the road board said that as they had made the town a brick area, they considered the Railway Department should conform.

The Premier: They will have to wait forever for their station.

Mr. LINDSAY: Yes, I suppose they will. However, the main objection was that the station was to be put on the wrong side of the line. I have another matter to bring before the Committee, dealing with a railway in my electorate. Having perused the file, I regard the matter as most serious. It appears that the survey of the Elanding northwards railway has been stopped because of some reasons that appear on this file. At least 40 miles of the line is not in my electorate. The section where the alteration has been made is in the Toodyay electorate. I have brought up this matter previously, and the Minister for Works made certain statements in reply to me; in fact, I was told afterwards that I had been severely caned, and I suppose I was. The Minister for Works said the Engineer-in-Chief had called in the Advisory Board. I have not previously understood that it was the duty of the Engineer-in-Chief to call in the Advisory Board. I thought that was for the Premier. However, in this case we are informed that the Engineer-in-Chief called in the Advisory Board. Sir James Mitchell interjected that it was an extraordinary thing to do, since Parliament had passed the Bill on the report of the Advisory Board. The Minister for Works went on to say that the country out east was not known when the Bill was passed and that the attention of the Engineer-in-Chief had been drawn by the Surveyor General to the fact that east of the lake there was some fine country. Although the railway is partly built, the survey has been stopped because the Surveyor General will not agree to the altered route at present being surveyed. The first letter on the file dealing with this question is addressed to the Under Secretary of Works by Mr. Stileman under date 20th August. It reads as follows:—

I would add that though the railway has been located further north, closely following the route suggested by the Advisory Board, investigations are being made as to the possibility of swinging farther east and so increasing the distance from the Wongan Hills line.

He has not only altered the junction of the line, but he makes a recommendation to stop portion of the line which has nothing to do with the junction at all. Since the 20th August the Engineer-in-Chief has altered the route to 10 miles further east.

Hon. G. Taylor: The route of a railway passed by Parliament.

Mr. LINDSAY: Yes. Then there is another 10 miles to the east according to the Bill passed by Parliament. But Mr. Stileman has recommended that that extra 10 miles be stopped. Since he wrote this letter, the Advisory Board has been in the district and recommended a further extension of 62 miles. Mr. Stileman in the same letter goes on to say this—

Should this be found feasible, its adoption will necessarily depend on the decision which may be reached as to the economic spacing of railways.

That is the first letter on the file and is the beginning of the altering of the route of the railway. The next letter, dated 9th September, is from Mr. Stileman to the Under-Secretary for Works, and reads as follows:—

I understand from the Surveyor General that the extension of the Wollerir spur is under consideration by a special committee appointed to that end. In the circumstances nothing useful can be said on this point at the present time. For your information, I might add that I am in close touch with the Surveyor General with regard to the best route for the railway north of the junction of the spur line.

The whole of these letters deal with the Surveyor General. Here is a letter from the Under Secretary of Works to the Minister for Works:—

The minutes at page 123 and immediately hereunder show that it will be necessary to approach Parliament this session on account of the diversion of the Elandring Northwards line beyond the limit of deviation fixed by the Act. I am keeping in touch with Mr. Camm, who knows that when the Bill is introduced the Government will have to be fortified with substantial reasons in support of the deviation.

The next letter dated 30th September is from Mr. Stileman to the Under Secretary of Works as follows:—

Papers are passed for your information. Following our conversation yesterday I understand from the Surveyor General, whom I saw last night, that he is calling a meeting of the committee at once and that this question is the first one with which they will deal.

Here is a letter dated 15th September from Mr. Stileman to the Surveyor General—

Following our conversation with regard to possible routes for this railway to the north of the junction, papers hereunder are sent for your perusal so that you are advised as to the action taken, which is in accord with our discussion.

Up to this date the Surveyor General does not appear on the file, and even after this all that he does on the file is to acknowledge the receipt of papers. Yet the whole of the responsibility for altering the route of this railway has been placed on him.

Hon. G. Taylor: Is there any reply to those letters?

Mr. LINDSAY: No, except that when Mr. Stileman sent papers along to the Surveyor General, Mr. Camm acknowledged the receipt of those papers. Here is a letter under date 4th October from the Under Secretary for Works to the Minister for Lands—

I am directed by the Hon. Mr. McCallum to inform you that the Engineer-in-Chief and Mr. Camm have been discussing the question of making a re-survey of the Elandring-Northwards railway route with a view to carrying the line to the east instead of to the west of the lakes, and I understand that the question will be discussed with the Railway Advisory Board at an early date. If the deviation is decided upon it will be necessary to amend the Act that was passed last session insofar as concerns the northern portion of the line.

It will be seen by that that the whole of Mr. Stileman's efforts is to lay on Mr. Camm the blame for the alterations. The Minister for Works made the same statement here. He said the Engineer-in-Chief's attention was called to it by Mr. Camm and it was suggested that he should make inquiries. He has made, not inquiries, but surveys. Here is a letter from Mr. Camm to the Minister for Lands under date 26th October—

As the Railway Advisory Board, after exhaustive inspection and consideration, recommended a route for this railway which was approved by Cabinet, and as an Act was subsequently passed by Parliament authorising the construction of a railway along the recommended route, they cannot therefore discuss any deviation with departmental officers, the whole matter having been finalised so far as they are concerned.

Hon. G. Taylor: Well, that exonerates Mr. Camm.

Mr. LINDSAY: The letter continues—

The Engineer-in-Chief did discuss with me the question of running a trial survey east of Lake Hillman, in view of the possibility of

opening up country between Lakes Moore and Monger, but I understood this to be a trial survey only for the purpose of getting information that would be valuable later on, and certainly never imagined that the abandonment of a route approved by Parliament was even contemplated. As chairman of the Railway Advisory Board that recommended the route, I am hardly likely to turn round now and say that this route, which has since been approved by Parliament, is wrong, and I am certain that the other members of the board hold similar views.

That letter is dated 26th October. The file was laid on the Table on the 22nd November, but that letter was not on the file, for it was addressed to the Minister for Lands. Still, one would have expected to find some reference to it on the Public Works file. Here is a letter from Mr. J. A. Ellis, Engineer for Railway Construction, to the Engineer-in-Chief. It is dated 15th November. It shows that this was not a matter of investigating a railway line, but of surveying it. It reads as follows:—

In connection with the proposed deviation of this survey to pass east instead of west of Lake Hillman, the position is as follows:—The survey has been pegged on original route to Kulja (175 miles) and thence has been pegged in a northerly direction to 182 miles, which is slightly outside the northerly limit of deviation. Beyond this to 191½ miles, a trial survey has been run, but not pegged. Instructions are now urgently required as to the future work of this party as they are now ready to shift camp. The alternative seems to be—

(1.) Permanently peg to 191½ miles as already located, and carry on survey in same general direction.

(2.) Continue trial survey ahead, but no permanent pegging. This will be expensive, as it entails covering the ground twice in country which does not require a distinctly separate trial survey.

(3.) Commence survey of extension of eastern spur as per Advisory Board's report of 1st inst.

The eastern spur is the spur going out to Mollerin and has nothing to do with this junction.

(4.) Temporarily disband the party. This I would be very reluctant to do, in view of the large amount of survey work ahead, as this party is now well organised and used to the work. If I could get an indication of what is to be done before 5 p.m. to-day, it would enable me to instruct Surveyor Thornton Smith before he returns to his party.

That letter is dated the 15th November, 1927, not so long ago. The next is from

Mr. Stileman to the Under Secretary for Works. He says—

Decision required as to which direction to which to carry survey:

1. Following our conversation this morning, a decision is urgently needed as to which of the hereunder courses to adopt, as it is very desirable that the survey party should be kept in being.

2. I do not like to commence permanent pegging outside the limits of deviation authorised by the Act without a definite instruction to do so.

3. As you are aware, the chairman of the Railway Advisory Board was fully advised as to the position, and he entirely agrees as to the desirability of swinging the northern spur to the east of Lake Hillman. He undertook to deal with this matter through the board, but so far as I can learn a report has not yet been put in, nor am I aware whether the board have been over the country, though it was understood they were to do so at the time that they went into the question of extension east of Mollerin. It is further understood that the board will not be back in Perth until later on in the week.

I spoke about a trip east of Mollerin before. The Advisory Board went out there. I got hold of their itinerary and I went ahead of the Board to arrange the tour and advise the settlers. Their itinerary did not include looking at this junction. It is clear that the board knew nothing about the matter. The next is dated the 15th November last and is a memo. from Mr. Munt, the Under Secretary, to the Under Secretary for Lands. It reads—

Will you please be good enough to bring the matters referred to by the Engineer-in-Chief and the Engineer for Railway Construction under the notice of the Surveyor General immediately he returns to Perth. You will see that unless a decision is arrived at quickly the survey party will have to be withdrawn.

Next the Surveyor General minutes the Under Secretary for Lands as follows:—

The Advisory Board cannot deal with a proposed deviation of the authorised route unless instructed to do so by the Premier. The matter of which direction to carry out the survey is not one for me to deal with.

The Under Secretary for Lands then replied to Mr. Munt in the terms of the Surveyor General's note. That is the whole of the correspondence on the file. It shows that I was quite right in some of the statements that I made. I have been taken to task by the Minister for Works for criticising the Engineer-in-Chief.

Mr. Mann: Did the Minister for Works know of Mr. Camm's letters?

Mr. LINDSAY: Evidently he did not. When the Minister for Works was speaking the other evening, he referred to the map on the wall of the Chamber, the map with the cross on it. Evidently it was intended to crucify me on that cross. Investigation showed that the railway line would eventually go where that cross appeared. But I do say that the Minister for Works made his statement to the House, evidently on the authority of the Engineer-in-Chief, that between the two lakes there was from 20 to 23 miles of country. The maps, however, do not bear out that statement. I was at the Lands Office the other day on some other business and I noticed a fine map on the wall. There was also a rule on the table, and during the temporary absence of the assistant secretary, Mr. Brown, who was called outside, I measured up the distances, and on his return I said, "You know more about rules than I do: will you measure the distances between these places," indicating the localities, "and tell me what they are." I want members to realise that from the Wongan Hills line to Lake Hillman the distance is between 30 and 35 miles, but from Lake Hillman to Lake Moore the distance is between 10 and 15 miles. In some places it is only 10 miles whilst at the widest point it is 15 miles. I am prepared to accept the map that I saw at the Lands Department. The country between the two lakes will be served by the Mollerin extension, but by putting the railway through that junction you are only serving a stretch of country 10 to 15 miles wide and leaving out altogether another large stretch of country to the west. On examining that map without prejudice, and knowing something of the country, one must realise that there is only one way to serve that area, and that is to continue the present authorised railway across the north end to Lake Hillman. By doing so you serve every acre of country. Lake Hillman runs in a north-westerly direction, and there is an area of country between Lake Hillman and Lake Monger that the railway could cross. If the railway should go that way, it will serve an area of country further south as well. As you go 30 or 40 miles along that route, there is a chain of lakes which are within 16 miles of the Wongan Hills line. We must therefore put the line on the opposite side of the lakes. I feel that the

alteration of the survey was wrong in the first place. There was one advantage, and it was that by taking the original junction further east it would save a few miles of line. To say that the line should go on the eastern side of the lakes is wrong. Any-one who has examined the country will know that it is wrong. The Engineer-in-Chief apparently is anxious to carry out the policy that he advocated some time back, that we should have our railways further apart. In this case such a policy would not do any good because the railway would go between the lakes. In order to carry out his economic proposition he has taken upon himself something he is not entitled to do. It certainly appears that no other Minister has had a hand in the affair. The Premier has been brought into the matter, and as Mr. Camm has pointed out, it is his responsibility alone to instruct the Railway Advisory Board. If the Premier had been consulted he would have instructed the Railway Advisory Board to make a report. Only one alteration should be made on that authorised route, and it is that as it goes to the far northern end the route should be straightened up, and in the future, as the extension takes place, the railway will continue to the north end of Lake Hillman.

The Minister for Lands: Everything will depend upon the contour of the land and the area to be surveyed.

Mr. LINDSAY: The Engineer-in-Chief has overstepped his duty. He had no right to instruct the Advisory Board. That is the duty of the Premier and the Premier alone. I considered it advisable to ask that the files should be produced, and what I have shown to have occurred must be regarded as serious. According to the files, the survey has now been stopped. A certain mileage has been done and the expenditure incurred is money thrown away. So far as I can gather, no attempt has been made to go back to the authorised route and start there. The consequence of all this is that the northern spur of that railway has not been surveyed. I repeat that the matter is serious and should be investigated, and in my opinion surveyors should be sent on to finish the survey of the route authorised by Parliament.

MR. J. H. SMITH (Nelson) [8.42]: Unlike my friend the member for Toodyay (Mr. Lindsay), I have not anything to say about disagreements in respect of railway

routes or advisory boards' reports, or what the Engineer-in-Chief has done. The only thing I am concerned about is to try to get something definite from the Government in regard to when the railways in the South-western part of the State are going to be constructed. First of all there is the Boyup Brook-Cranbrook railway in which the members for Albany and Katanning and others are deeply interested. When is a start going to be made with the work of construction? We do know that it was the intention of the Premier to have that railway built and to include it in these Estimates, but perhaps he was right when he decided in his wisdom that it would be better to push on with the agricultural areas in the wheat belt so as to get the grain away overseas. I agree with that policy, but at the same time I urge the Premier not to forget the South-West. The people down there have been waiting for railways for three or four generations.

The Premier: They have been waiting for over 30 years to get the railway authorised, and now you want us to build it in 24 hours.

Mr. J. H. SMITH: Because they have waited for 30 years is no reason why they should have to wait another 30 days. I urge the Premier not to overlook the South-West part of the State from which the Railway Department are deriving so much freight and such big revenue. The railways there are certainly profitable and pay better than many others. I stress the necessity for making an early start since the sleepers are actually on the spot. The other railway, the construction of which I wish to urge, has been approved a good many years. It is the line that starts from Tambellup—

The Premier: Which of the two do you want first?

Mr. J. H. SMITH: I want the lot. It is not a question of importance because the Premier knows that the three railways are all of importance in the interests of Western Australia.

The Premier: But which has your preference?

Mr. J. H. SMITH: The Premier has assured me that he has only sufficient plant to build three railways at one time and I want to assure him that the South-West railways are those that should be started immediately.

Mr. E. B. Johnston: Which was authorised first?

The Premier: Give us your preference.

Mr. J. H. SMITH: I am willing to leave that to the good sense of the Government.

The Minister for Railways: You have not the local knowledge.

Mr. J. H. SMITH: I have the local knowledge, but I am not going to take the responsibility of saying which line should be built first.

The Minister for Railways: Give us a lead!

Mr. J. H. SMITH: If the Government are genuine, they will recognise that they have settled people 30 miles away from the railway. They will recognise that the lines have been authorised and cheap money has been made available for settling migrants, for railway construction and road construction. The railways should have been constructed two or three years ago.

The Premier: We shall be starting one of the lines next year. We would like you to say which you would prefer.

Hon. Sir James Mitchell: He will tell you next year.

Mr. J. H. SMITH: No, I will leave that to the sound judgment of the Government. I am pleased to know that the Premier has announced to the country that he intends to start one of the lines next year.

The Premier: I am at a loss to know which to start.

Mr. J. H. SMITH: If the Premier were prepared to be guided by my advice upon many subjects, I would probably give him the advantage of my sound common sense.

The Premier: You will give it to me privately.

Mr. J. H. SMITH: No, I will give it here. I do not believe in these private agreements. I am glad, however, that the Government have made provision for the three railways on the Estimates and it is to be hoped that a nearly start will be made with them.

The Premier: You were very definite about the route for the Wiluna railway last night.

The Minister for Railways: And you did not have the local knowledge regarding that line that you say you have regarding these lines.

Mr. J. H. SMITH: If I have not the local knowledge, I make inquiries and find out.

Mr. Chesson: You quoted the man in the street last night.

Mr. J. H. SMITH: No, I did not. Naturally the member for Cue (Mr. Chesson) wants the Wiluna line to go his way.

The Premier: Do you suggest that it would be well to construct lines in order of their authorisation?

Mr. J. H. SMITH: That might be the fairest way.

Mr. E. B. Johnston: That is the proper basis.

Mr. J. H. SMITH: I would not suggest that that is the proper basis for railway construction. It is better to be guided by expert advice and what is in the best interests of the country.

The Premier: But that is a matter of opinion.

Mr. J. H. SMITH: A railway may have been authorised 20 years ago, but there may not be any necessity for that railway now compared with the necessity for a railway in some other part of the State. We must move with the times and we must provide for those parts from which we derive our greatest wealth. The Northcliffe railway is a necessary undertaking, particularly if the Government are sincere about group settlement matters, and want the settlers to make good.

Mr. Panton: Why say "if"?

Mr. J. H. SMITH: If the Government are sincere they will give attention to these matters. The settlers in that area are at the producing stage. Unfortunately blunders were made by the officials, but the settlers, having reached the producing stage, now require railway communication; otherwise they cannot make good. With regard to the railway from Pemberton to Northcliffe, I want the Premier to step in as Minister for Forests and safeguard our wealth there. It is useless destroying thousands of loads of karri and jarrah; the railways should be built and that timber should be taken out and sent overseas. I hope the Premier, as Minister for Forests, will see that the marketable timber is reserved before it is destroyed. With regard to the Jarnadup-Mt. Barker line, the Minister for Lands will realise that the line taps a large area of good country. People want to select land in that district, and the fourth generation of the settlers are now looking round for holdings out from Lake Muir. These boys find that they cannot secure land because the Government will not allow holdings to be selected more than a specified distance from the railways, notwithstanding that their forefathers selected land much further afield 40 years ago. I do not know that that is a good policy for the South-West although the restriction upon selection beyond a cer-

tain distance from railways may be all right in the wheat areas. I have sent the particulars regarding this matter to the department. Along the Cranbrook-Boyup Brook railway there is a lot of country suitable for group settlement purposes. The people in that area are so impressed with the country that is available that they have intimated they are prepared to show an officer of the Lands Department where 20,000 acres of first class land can be secured. If the Premier is anxious to secure good land for group settlement purposes, he has his opportunity there, and I have sent on a letter from those settlers to the secretary of the Group Settlement Board. It is pleasing to know that the Premier has made provision for the three railways I am mostly concerned about, and I believe he will make a start very soon with one or other of them.

Mr. Richardson: You are optimistic.

Mr. J. H. SMITH: No, I have received the assurance I desired from the Premier that one or two of the lines will be started next year.

The Premier: I did not fix any date.

Mr. J. H. SMITH: The railways are provided for on the Estimates, and I presume that would not have been done if it were not the intention of the Government to proceed with them. I wish to bring under the notice of the Minister for Railways the inadequate facilities provided for the people south of Bridgetown, particularly at Christmas time. At that period women and children always endeavour to get away for a few days. It is shameful to see the way they are forced to travel now. The Commissioner has informed me that he will endeavour to rectify the position. The Premier has been to Manjimup and he knows the position there. We have neither a ramp nor a station. The member for Toodyay (Mr. Lindsay) complained because at one of his towns there was no brick railway station!

Mr. Lindsay: But mine is an important town.

Mr. J. H. SMITH: Not nearly as important as Manjimup. I hope the Minister will see whether something cannot be done to provide a ramp or a station at Manjimup. We have a ramp at Glenlynn, but no passengers board the trains there. The railway provisions at Manjimup are really dangerous. People have to walk across the railway lines to a shed, and step up from the ground to the carriages. The mill trains come along and shunt their rakes from No.



1 Mill, and five or six trains pass by each day.

The Minister for Mines: Do you want that done by the 1st January too?

Hon. Sir James Mitchell: Well, we want a little activity displayed, now that you are to have two extra Ministers.

Mr. J. H. SMITH: I believe the time is ripe for the consideration I urge for the South-West. The groups are on a sound financial basis and the settlers there are producing up to five tons of butter a week at the factory. It is expected that that output will steadily increase. All eyes will be turned in the direction of the South-West very shortly. However, I have received the assurance I desired from the Premier regarding the railways. Great activity is being shown in the South-West, and while there were unfortunate mistakes in the early stages, a board has been appointed and it is hoped that the administration will be much better in future. The position should be much brighter. The position could be improved, however, if the Government would establish an agricultural college or an experimental farm in that part of the State. We have our problems there just as they exist in the wheat areas. In the South-West there are settlers who consider one method is right while others consider different methods should be employed, and the newcomers, who are anxious to know what is best to be done, are in a maze. If the Government could set aside money to procure a property in the South-West and carry out experiments, it would be of advantage to the future of the South-West.

MR. CORBOY (Yilgarn) [8.57]: I am disappointed that no provision has been made in the Estimates this year for the construction of the Kulgarin railway.

Mr. Angelo: How many more?

Mr. CORBOY: We are justified in asking how many more years we shall have to wait before we can get something definite about this railway. The position in the district is so serious that I feel justified in ventilating my views during the course of this debate. Last year the settlers carted over an average of 36 miles. The nearest to the railway was 25 miles distant, while the furthest was 52 miles distant. Thus they carted over an average of 36 miles and shifted 108,000 bags of wheat. This year it is anticipated that they will have to shift 250,000 bags of wheat and every bag

will cost the district approximately 1s. per bushel to land at the siding.

The Premier: Someone earlier in the evening said it was 10d.

Mr. CORBOY: It is 2s. 6d. a bag.

Mr. Brown: That is 10d. a bushel.

Mr. CORBOY: Some are paying more and some less, but the average is 2s. 6d. per bag over an average distance of 36 miles. I feel somewhat disturbed regarding this particular railway for the reason that we have had operating in this State for many years a railway advisory board, who recommend the Government of the day the proper route a railway should follow. In the past the recommendations of the board have invariably been adopted. In this instance for some reason of which I am not aware—I do not know whether it was at the direction of the Government, or at the instance of an individual Minister—subsequent to the advisory board submitting their report, the adoption of it by the Government and the preparation of a Bill that was in the House ready for the second reading stage, the Engineer-in-Chief, Mr. Stileman—without seeing the country at all and purely on a paper scheme, and without knowing the district or the area proposed to be served—saw fit to submit a report which meant that the Bill, that was ready for submission to Parliament, was dropped. That was at the latter end of last session. It was thought by all members, and particularly by those interested, that when the Bill, which had practically reached the second reading stage was dropped last session, it was purely a temporary delay to allow the Government to be quite sure whether the Railway Advisory Board or the new Engineer-in-Chief was right. What do we find? Immediately the House adjourned the Government appointed an umpire board to decide.

Mr. E. B. Johnston: And put the captain of each of the teams on the board.

Mr. CORBOY: I do not object to that. Both views were represented; on the board were both Mr. Stileman and Mr. Camm. The board, after going into the question, found themselves on the horns of a dilemma. All the members of the board, with the exception of Mr. Stileman—I say "all" advisedly because I am informed that Colonel Pope is not in a state of health that would permit him to sign the report—backed up the original recommendation of the Advisory Board. Mr. Stileman sub-

mitted a minority report. Why, I do not know. Possibly it was because he still believes his scheme is the sounder one. I hope so at any rate.

Mr. Brown: Why do not you quote the distance from Kalgarin to Fremantle?

Mr. CORBOY: We are not here to discuss the second reading stage of the Kalgarin Railway Bill. I only wish we were. When we do discuss it I shall be prepared to meet the member for Pingelly on that ground.

Mr. E. B. Johnston: Mr. Stileman is the only one on the board who has not been to the district.

Mr. CORBOY: That is the extraordinary thing; the man who has not seen the district is the one who is holding up the whole project. I do not know whether it is because Mr. Stileman still believes his scheme to be the sounder one, or whether it is because he finds it hard to swallow his previous report, seeing that Mr. Camm and other members of the board are thoroughly convinced that the Lake Grace route is the one that should be adopted. I do not know which is correct. Even now, after a delay of 12 months, no provision is made to give the Kalgarin settlers a railway and no Bill has been brought down to authorise it. That is most regrettable. In view of the fact that the Railway Advisory Board, whose judgment in the past has not led us astray to any extent, after further investigation still favour the Lake Grace route. Mr. Stileman being the sole exception, it could reasonably have been expected that the Government would bring down a Bill this session to authorise the Lake Grace-Kalgarin line, or at least some line to serve Kalgarin. I say candidly I am not concerned which route is adopted. What I am concerned about is the Kalgarin settlers being kept waiting a few more years for facilities and meanwhile having to cart their wheat enormous distances. I do not wish to be placed in the position of having to make out a case for Kalgarin in the next few years as the member for Williams-Narrogin has had to do in his electorate.

Mr. E. B. Johnston: He is the right man to clear up his own troubles, anyhow.

Mr. CORBOY: I do not wish to enter into any controversy about the respective routes. I do not desire to assert that one route would be more suitable than the other. I admit I am influenced to a great extent by the fact that all the experts, with the single exception of the Engineer-in-Chief,

have reported in favour of the Lake Grace-Kalgarin route.

Mr. Brown: Mr. Sutton did not.

Mr. Lindsay: Mr. Sutton did on the first occasion.

Mr. CORBOY: If I were the member for Pingelly I would not say too much about Mr. Sutton's attitude.

Hon. Sir James Mitchell: Why not?

Hon. G. Taylor: He could stand the racket.

Mr. CORBOY: I appeal to the Government even at this late hour of the session to state which route they intend to adopt and to bring down a Bill to authorise the construction of the line so that we can put it through and give the settlers that satisfaction.

Hon. G. Taylor: There will be another session early next year.

Mr. CORBOY: A Bill was prepared last year and would have been put through but for the intervention of a man whose business it was not to intervene. We had an Advisory Board to do the job. Whether it was at the instigation of someone else, or whether it was for some reason best known to himself, the Engineer-in-Chief saw fit to butt in on a job that had nothing to do with him. We have a Railway Advisory Board to determine the route to be adopted.

Mr. Davy: How could the Engineer-in-Chief intervene?

Mr. CORBOY: Perhaps the Minister instructed the Engineer-in-Chief to make another recommendation on top of the Advisory Board's report. All I wish to do is to appeal to the Government to bring down a Bill authorising the construction of a railway to Kalgarin on whichever route they believe to be the better one. It is their job to decide which is the better route and I urge the Government, if possible, to bring down a Bill this session. Either route will have my support if they will only take this step to give the settlers railway facilities. I believe that every member of this House, who is to-day supporting the Lake Grace-Kalgarin railway, would support a railway from Kondinin to Kalgarin in order that the Kalgarin settlers may be given the necessary facilities at the earliest possible moment.

MR. STUBBS (Wagin) [9.8]: I have only a few words to say on the expenditure of £4,829,409 of loan money during the year 1927-28. Of that sum £850,000 is earmarked for railways, but when I glance

over the items I wonder whether the Premier had in mind, when preparing the schedule, that he was going to introduce a Bill for the construction of 123 miles of railway from Meekatharra to Wiluna. That Bill has actually been passed by this House. I venture to say that no member representing an agricultural constituency finds the slightest fault with the Government for constructing that line at the earliest possible date. We owe to the gold mining industry more than we can ever repay, because it was instrumental in giving us a place on the map of Australia. The Premier has not provided anything like sufficient money to carry out the promises of railway construction he has made. I have in mind a promise that the Premier definitely made to me less than 12 months ago that the people of Kalgarin need not worry about a railway as they were going to get one. I have written at least 20 letters in the last six months and have told settlers in that district what the Premier said. I told them that the Premier was an honourable man and, seeing that £10,000 had been placed on the Estimates last year for the work of survey and starting the line from Lake Grace to Kalgarin, the work would be proceeded with. This year, however, there is no mention of the Kalgarin railway on the Estimates. Surely that warrants my standing in my place and asking the Premier what I am to say to the people whom I have advised that the work would be put in hand.

The Premier: I am not responsible for what you told the people.

Mr. STUBBS: No, but the Premier told me to inform the people that the Kalgarin railway was being provided for in the Loan Estimates of last year.

The Premier: So it was.

Mr. STUBBS: But the Premier has cut out the item this year.

The Premier: It is not provided for this year.

Mr. STUBBS: That means it is shelved.

The Premier: It is quite true; it was provided for last year.

Mr. STUBBS: Has the work been shelved or do the Government intend to introduce a Bill authorising the construction of a railway to Kalgarin?

The Premier: If the line has been authorised last year it would not be any nearer construction than it is to-day.

Hon. Sir James Mitchell: That is a rotten position.

Mr. STUBBS: Do the Government intend to introduce a Bill this session to authorise the construction of the line?

The Premier: No, not this session, and if we did it would not bring the line any nearer construction; not one bit.

Mr. STUBBS: It is an extraordinary thing that last year £10,000 was provided on the Estimates, not one penny of it was spent, and it is cut out of this year's Estimates. Not even the survey of the line is provided for.

The Premier: You cannot say that because all the surveys are included in one item.

Mr. STUBBS: I understood from a remark made by the Premier that the £10,000 would permit of a start being made with the railway, that the money would include the cost of the survey and cost of portion of the clearing. I feel disappointed that the Premier has not seen his way clear to put the work in hand. Hundreds of settlers in the district have been waiting for years for a railway.

The Premier: If all the railways mentioned during to-night's debate were constructed I would need £20,000,000.

Mr. Thomson: I could mention another.

Mr. STUBBS: If the building of those railways is going to result in the production of millions of bushels of wheat, is it not worth while getting a move on and constructing them.

The Premier: Where do you think I could get £20,000,000 for all those railways?

Hon. Sir James Mitchell: I think you are over-estimating the amount.

Mr. STUBBS: The country that the line will serve will warrant its construction.

The Premier: Every member has said that of his railway, and it is quite true too, but we cannot build all the railways at once.

Mr. STUBBS: The Premier should have honoured the undertaking that was given in the House when the Loan Estimates were before us last year, namely, to have £10,000 spent during the ensuing 12 months. Not one penny of the money has been spent and the item has been cut out of the Estimates on this occasion. That is not fair.

The Premier: I do not propose to spend all the amounts that appear this year.

Mr. E. B. Johnston: Mr. Stileman's report came after last year's Estimates.

Mr. STUBBS: I hope the Government will reconsider their decision even at this late stage of the session, and bring in a Bill to authorise the construction of the line. With

regard to water supplies, road and bridges, every member who peruses the Estimates must agree that the Premier has a broad vision and that he has been perfectly fair and just to all parts of the State. I have no fault to find with any matters of importance connected with my electorate. I think every member can say, if he will speak fairly and truthfully, that all the matters he has brought under the notice of the Premier and his colleagues have received attention. I have no fault to find with the work the Government have done in connection with public affairs. I merely ask the Premier to redeem a promise he made to me personally that the Kalgarin people need not worry about the railway, and that they would get it.

**HON. G. TAYLOR** (Mount Margaret) [9.16]: I believe I am the only member who is not likely to attack the Government because of lack of railway facilities in my electorate.

The Premier: You might well ask for a line down to Linden.

**Hon. G. TAYLOR**: I think I could put up as good a case as some members who have spoken to-night. I would not have risen except for certain remarks which appeared in the Press concerning road construction and matters relative thereto. Some of the matters should be cleared up. During the last few weeks I asked certain questions. It appears from the answers I got that either I am incapable of understanding the Estimates, or there was something wrong with the answers themselves. If the fault lies with the Government it amounts to deception, the Government having deceived the House and the people of the State. I hope I have not understood the answers aright, and that there is some explanation for what has occurred.

The Minister for Railways: Your questions covered two financial years, last year and this year.

**Hon. G. TAYLOR**: They covered the period from June to November.

The Minister for Railways: From January to November.

**Hon. G. TAYLOR**: From 1st January to the 31st October.

The Minister for Railways: That is two financial years.

**Hon. G. TAYLOR**: One financial year closed on 30th June, and my questions

covered the first four months of the new financial year. I have nothing to hide. I asked the questions with a definite object so that I might learn the actual amount of work which had been done on certain roads for the money spent upon them. The answers I have received do not give me the information, though perhaps the answer to the question I shall ask on Tuesday will do so. I find that on the Geraldton trunk road from the 1st January to the 31st October of this year £13,000 was spent, and on developmental roads £950, a total of £13,950. On the Albany-Armadale road £35,820 was spent, and on the Woorloo-Clackline-Northam section of the Midland Junction-Merredin road, £31,500 was spent, and on the York road £20,628 was spent, making a total of £100,898. For that money a considerable mileage of road should be completed. Perhaps the Honorary Minister, who is acting for the Minister for Works, will be able to give me some information when we are dealing with the items. Preparations for starting this work commenced on the 1st January and were completed by the 11th January. According to the statement of the Government, no more men were employed after the 11th January. Much has been said about this road construction and the vast number of men employed. Some people in the Press stated that the number varied from 1,200 to 1,800, that all the men were sent away within two or three days, and that they were given no tools with which to do road work. Some people referred to it as "rolls work."

Mr. Brown: You mean rollers?

**Hon. G. TAYLOR**: The hon. member knows well what I mean. He was fortunate. He was in an electorate which was not a Labour stronghold, otherwise he would have discovered that roads needed repairing rapidly in the early part of January. I took no part in the controversy that was going on in the Press in January, but I have summed up the matter since. I wondered at the burning desire, between January 1st and the 5th, to put £101,000 worth of work in hand, and to employ 1,000 men within five days, without any tools or preparations for starting operations.

Mr. A. Wansbrough: I suppose you know the authority was given only on the 17th December.

Hon. G. TAYLOR: I was told the authority was given about the 1st January. I should like to know who gave it. Many people in my district suggested, when the papers came through in January, that the forces were well mobilised during Christmas week, and were taken into the trenches during the first week in January, while demobilisation took place definitely on the 13th January.

Mr. A. Wansbrough: On the 31st October.

Mr. Withers: That is old. The smells have all gone out of it now.

Hon. G. TAYLOR: The following appeared in the "West Australian" on the 13th January, 1927—

Road work—The Minister controlling the State Labour Bureau, Mr. J. W. Hickey, has received from the bureau a return showing that between January 1st and January 11th over 1,000 men were engaged, mostly for roads under the Main Roads Board. The Minister stated that further men for road work would not be required for some time, and men were warned against relinquishing other employment or coming to Perth from the country districts with the object of obtaining work in main roads construction.

That was issued by the Minister controlling the Labour Bureau on the 13th January. That is why the statement concerning the mobilisation of unemployed for road work was so prominent during the first week in January. I wish now to deal with the particular road, the cost of the construction of which amazes me. This is where I hope I have not put my question to the Minister for Works in proper form, and that he has answered me correctly. I fancy, however, my question was rightly put. If so, the Minister has not given me the answer I should have received. That is open to explanation, and I am not making any charge. I will read the question I asked the Minister for Works. It was, "What amount of money was spent on the Canning-Fremantle road?"

The Premier: Your question referred to the Cannington road.

Hon. G. TAYLOR: It does not say so here.

The Premier: Have you the notice paper?

Hon. G. TAYLOR: I am quoting from what appeared in the Press.

The Premier: The Votes and Proceedings speak of the Cannington road.

Hon. G. TAYLOR: If so, the answer was correct, and I have no complaint to make.

The Premier: That was the typed question that came to the office.

Hon. G. TAYLOR: It was not my intention to ask about that road.

The Premier: That is how the question appeared when it came to the office.

Hon. Sir James Mitchell: The Cannington road is the main road to Bunbury.

Hon. G. TAYLOR: Bunbury was never in my mind. I think I submitted the question in writing, and it was afterwards typed. Questions are not submitted to the department in the form in which they are handed in. They are typed and then sent to the various departments. There must have been some mistake in the typing. If so, the question stands in the Votes and Proceedings as referring to Cannington, and I presume the Minister has correctly answered it.

The Premier: I am certain the question came through the department as referring to the Cannington road.

Mr. Davy: What is the Cannington road?

The Premier: Part of the main road to Albany.

Mr. Davy: Is there such a road as the Cannington road?

The Premier: It is the road going through Cannington.

Mr. Davy: The portion of it that is in Cannington?

The Premier: I suppose so.

Mr. Davy: What would be the Perth-Albany road?

The Minister for Railways: The Albany road and the Bunbury road.

Mr. Mann: It is usually called the Armadale road.

Hon. G. TAYLOR: I think I have the question here. I did not mean the Armadale road. The papers say, "The Minister for Works informed Mr. Taylor that £35,000 had been spent under the Federal Aid Roads Act on the Albany road south of Armadale."

The Premier: We can only take the question as it was typed. We could not assume what was in your mind.

Hon. G. TAYLOR: I am not responsible for the typing.

The Premier: Neither am I.

Hon. G. TAYLOR: I had better inform the Premier of my reason for asking the question. On looking up last year's Loan

Estimates I find a reference to the reconstruction of the Canning road. According to the Votes and Proceedings I asked a question referring to the Canning-Fremantle road.

The Premier: There must have been a correction. I distinctly remember seeing that question myself, and I initialled the answer to it. That is not how it came to the office in typed form.

Hon. G. TAYLOR: I can assure the Premier that I handed in the question in the ordinary way.

The Premier: I am absolutely positive that that is not the typed form in which the question came to the office.

Hon. G. TAYLOR: I do not mean to imply that the Premier is trying to deceive the Committee, but I know what I desired to ask, and the Votes and Proceedings bear me out.

The Premier: If the typewritten answer to the question has been preserved, it will show what I have said to be correct.

Hon. G. TAYLOR: I was going to attack the Minister for misleading the House and misleading me. When a member asks a question, he asks it not solely for his own information, but also for that of his constituents or for that of the State as a whole. I did not dream anything about the matter until I saw these Loan Estimates, in which the amount stated is one that tallies with the amount quoted last year, namely £15,000. What startled me was to find the Premier making provision for a further expenditure of £121,000 on that head. Any man in my position asking a straightforward question of a responsible Minister about expenditure of money would expect a straightforward answer. I suppose the Premier is satisfied that his memory has not betrayed him.

The Premier: I am certain of it. I specially noted the typed question myself, and I know it said Cannington-road.

Hon. G. TAYLOR: The officers of the House entered up my question in the Votes and Proceedings as I wrote it, and the Press report of the next day says—

The Minister for Works told Mr. Taylor, the member for Mt. Margaret, that there was no expenditure on the Canning-Fremantle road under the Federal Aid Roads Agreement. . . .

It is rather a pity that the typing error crept in, because I was very much concerned about the matter. The expenditure seems to be huge. I do not know the length of road; I do not suppose it is more than

ten miles; I am informed it is eight. Presumably main roads are constructed through areas controlled by road boards.

The Premier: This starts from the Causeway.

Hon. G. TAYLOR: And goes right through. I daresay the distance is over 10 miles. The extension startled me, as it meant a cost of £120,000 for ten miles of road, or not more than 11 miles. The areas controlled by local governing bodies would not be considered by the Government, who would go right through from end to end.

The Premier: It is a specially constructed road built of granite, not of the usual ironstone knobs.

Mr. Davy: But costing £10,000 a mile?

Mr. Mann: Is the bridge included in the amount?

The Premier: Oh, the bridge is a wooden structure.

Hon. G. TAYLOR: I want to see good roads, but I think it will be agreed that £120,000 on the top of £15,000 is a huge amount of money for about 11 miles of road. We ought to exhibit some caution in the expenditure of money. Up to the 30th June last the Government must have spent £8,000 on that road. I hope the Premier will go into the matter. I do not think any member on this side would support an amendment to reduce an item for road construction. Without good roads as well as good railways and harbours we cannot develop this great State. No member would be justified in trying to prevent such expenditure, but we should unite in endeavouring to get value for money spent. Money should not be spent to curry favour with members of Parliament or with constituencies.

The Premier: This road has nothing whatever to do with currying favour. To the extent of four-fifths, these Loan Estimates refer to electorates not represented by Government supporters. This road had got into the same state as the Armadale-road, having become almost impassable. It was not a matter of patching, but of rebuilding.

Mr. Davy: Did the Armadale-road cost £10,000 per mile?

The Premier: I do not remember the figures.

Hon. G. TAYLOR: I am pleased to know that it was not the Government's intention to deceive the House when answering my question. I hope we shall be able to get the typewritten question as forwarded

to the department, and see what it states. Listening to the debate to-night it must have dawned on us why many of our eminent men come to an untimely end. Men in high positions are attacked and slated. Still, if one took those two files referred to by the member for Toodyay (Mr. Lindsay), one could have no doubt at all that there had been some misrepresentation.

The Premier: That is only a storm in a teacup.

Hon. G. TAYLOR: If the Premier had been in my position when reading the two files, he could have come to no other conclusion than the one I came to, that the Minister for Works made in this House a statement not borne out by the files. The Minister for Works said plainly that the Surveyor General had discovered an area of country and had suggested to the Minister and Mr. Stileman a traverse line survey. The file discloses that the Surveyor General denies any knowledge of the matter. He says, "We have recommended a route, and we now stand by it." This House was told by the Minister for Works that he would recommend the swinging over of the line, and that there were ample grounds for a new survey. The Surveyor General denies that point-blank, and adds that it is miraculous to think there is no record of those communications on the file.

Mr. Mann: In effect, the Surveyor General snubbed the Engineer-in-Chief.

Hon. G. TAYLOR: Undoubtedly the Surveyor General was on sound ground. He had no knowledge that a Minister of the Crown was being informed that he was making recommendations that certain things be done, but as soon as he did discover it he made no bones about putting his views on paper. That was the first time it came to the knowledge of this House, when the second file was produced. On the first file it looked like a storm in a teacup. Then we got the second file, and we have good occasion to be amazed at what we find there. The indignation displayed by the Surveyor-General in his letter to the Minister for Lands was well justified. I hope things will be in such a flourishing condition in my electorate before the Loan Estimates come down next year that I shall feel warranted in asking for three or four railway lines. It is most unfashionable to be sitting here without wanting anything from the Government. I must try to mend my ways.

Mr. Davy: You and I are in the same boat.

[Mr. Angelo took the Chair.]

**MR. SAMPSON** (Swan) [9.47]: I know there is an amount on the Estimates for the Brookton-Dale railway and I hope the time is not far distant when it will be decided to extend the line through to Armadale. We have all read the convincing arguments put up by Mr. Hedges, who has set out some most interesting figures relating to grades and distances. Armadale is the natural junction, and if the railway goes through it will not only mean greatly increased traffic over the Jandakot line, but it will also relieve the congestion on the northern side of the river. Also there is much good land along the route of the line, and that saving of 57 miles haulage is in itself a great consideration. I am grateful that the first step of the complete scheme is now shown on the Estimates. I hope that ultimately the Brookton-Armadale railway will be provided for in the same way.

**MR. NORTH** (Claremont) [9.50]: The Minister for Works a few days before he went to the East promised that he would make a statement revealing the intentions of the Government in regard to extended sewerage. Many of the suburbs want to extend their sewerage facilities, and they realise that in individual installations they have a cheaper means at their hands than have been available in the past. Consequently they are all anxious to know what steps the Government propose to take. As soon as the department's intentions are definitely known, I think the local authorities will set about doing a lot to improve the city in that direction. Perth is probably the least advanced of all the Australian capitals in respect of sewerage. In view of the enormous area we occupy it is obvious that we cannot expect to have deep sewerage on any big scale for many years to come, so the sooner the Government make clear their intention in this matter the sooner shall we have the existing problem solved. Instead of asking for further expenditure I am trying to suggest a means of saving millions of pounds by carrying out a necessary work under a cheaper system than we have known in the past. I trust that an announcement will be made by the Government within a very short time.

This concluded the general discussion.

Item—Incidental, Main Roads Board, £15,000:

Mr. THOMSON: Will the Premier give us some information about this item? What is meant by "incidental"?

The PREMIER: It is the usual thing. It is to be found in all departments. There are many forms of expenditure that cannot be itemised.

Mr. Davy: It seems a lot of loan money to come under the heading of "incidental."

The PREMIER: It is not a high percentage in an expenditure of something like £600,000.

Mr. THOMSON: In another part of the Estimates we find a further sum of £300,000 provided for the Main Roads Board. Then there is £121,000 for the Fremantle-Canning road, and in addition there is the State's proportion in connection with the Federal roads grant. It is a pity the Minister for Works is not here to explain these items.

Vote put and passed.

*Vote—Railways and Tramways, etc., £551,650:*

Item—Brookton-Dale River, £5,000:

Mr. SAMPSON: What does this provide for?

The PREMIER: For the first stage in the construction of the railway.

Item: Yarramony Eastwards, £5,000:

Mr. GRIFFITHS: Can the Premier tell us what this means?

The PREMIER: It means that there is here an amount of £5,000 for starting the construction of the railway.

Mr. DAVY: It is rather difficult for a member to understand just what these things mean. Here is an item of £5,000 for the Yarramony Eastward railway. There are no means of finding from any other portion of these Estimates just what that represents.

The CHAIRMAN: The detailed information will be found on page 30.

Hon. Sir JAMES MITCHELL: This line, which has been authorised for the last four years and promised by the present Government and the previous Government, ought to be built. I hope the Premier will be able to say to-night that a substantial amount will be provided on the next Loan Estimates. A motion affirming the desirability of immediately constructing the line was moved by the

member for York (Mr. Griffiths) and was carried without a dissentient voice. A start could be made during the year if the Premier would but indicate that he would provide a substantial amount on these Estimates next year. I hope the Premier will give us that assurance. The line has been authorised for a considerable time and the people up there are carting wheat over long distances.

The PREMIER: I do not think the Leader of the Opposition will expect me at this stage to commit the Government as to what money will be provided on next year's Estimates. The hon. member knows we have a considerable number of railways authorised—perhaps five years' construction, and it is not easy to say how the lines will be built. What the Government are endeavouring to do is to build lines that are the most urgent, regardless of their order of authorisation. It will be admitted that the Bjandjand Northwards railway is urgent because there is so much country there that cannot be cultivated unless there is railway communication. The same thing applies to the Lake Brown-Bullfinch line. All that country has been taken up, and without the railway nothing can be done.

Hon. Sir James Mitchell: I am not objecting to the building of any line.

The PREMIER: We have endeavoured to build the railways in their order of urgency, and it is a fact that whilst a considerable number of settlers are a long distance from a line in the Yarramony area—18, 20 and even 22 miles away—still, they are able to carry on where in other districts it is not possible to carry on at all.

Hon. Sir James Mitchell: But they cannot carry on for ever.

The PREMIER: It is a long line and will cost a lot of money. Ninety miles is the distance, I believe, and the estimated cost is over £300,000.

Hon. Sir James Mitchell: It can be built as a light line.

The PREMIER: It is situated in a locality where most of our lines are constructed with heavy rails, and it not easy to work the light with the heavy system. I am hoping that we shall be able to make a start with it as soon as possible.

Hon. Sir James Mitchell: That will not do; we will have to move to increase this vote.

The PREMIER: I am mighty glad that the Committee is not able to increase the vote because we should end up with 20 millions.



I cannot commit the Government for the moment as to say what money will be provided on next year's Estimates with regard to this particular line.

Hon. Sir James Mitchell: We have promised this line; you will see the position we are in.

The PREMIER: When Parliament authorises the construction of a line, apart from what we say by that very Act, we promise the line.

Mr. Davy: To build it some day.

The PREMIER: But by passing the Act we commit ourselves to give the people the railway.

Hon. Sir James Mitchell: I think this ought to be on the next Estimates.

The Premier: There are several members who think that railways in their district should have precedence.

Hon. Sir James Mitchell: I agree with that too.

The PREMIER: The member for Pingelly, who I confess has been very patient and tolerant with regard to his railway, showed signs this evening of having nearly reached his limit of toleration in respect of the line to which he referred. Another line was authorised about the same time as the Yarramony, and the people interested in that also have been expecting its construction.

Hon. Sir James Mitchell: Can we strike out one of the other items and insert this one?

The PREMIER: If the House will take the responsibility; but I am afraid we should get into difficulties there. I agree there is urgent need for the building of many miles of railways in the State. The difficulty, however, is to find the money. We have to find the money for purely local things and because of that we are compelled to deny development in the country. It would be a good thing for the State if the whole of the money we proposed to spend, the four millions, could be expended in the construction of railways, water supplies and harbours, the real things that are connected with the development of the State. But money has to be provided for no end of things that ought not to be the job of the State at all. I know the Leader of the Opposition must have felt his position keenly when he was preparing the Loan Estimates, having in mind the immense areas of the State awaiting railway communication for the purpose of opening

up large tracts of country, and bringing them into production to increase our wealth. We have to delay railway construction in so many cases because of the need to find money for so many other things. I feel tempted almost to launch into considerable loan expenditure this year in order to build those railways. I have given a good deal of consideration to the question whether Parliament would not be justified in passing Estimates considerably in excess of anything we have ever done before, so as to get those railways built. There is no doubt that the outstanding need of the State to-day is the building of many railways that have been authorised. The Ejanging and Bullfinch lines will pay from the first day they start to run and they will not cost one penny to the general taxpayer. That is the kind of railway we want to construct, a railway that will not come back to the taxpayer to meet interest charges. There are others also like the Lake Grace-Kalgarin line, which will pay from the commencement.

Mr. Lindsay: And produce a lot of new wealth.

The PREMIER: And also add to the volume of trade and production which would be to the advantage of every section of the community. I cannot promise what the hon. member asks, but I will promise that the Government will endeavour to find as much money as possible for railway construction. The paramount idea in framing the Estimates is the building of railways, even if other works have to go short.

Hon. Sir JAMES MITCHELL: I am sorry the Premier cannot give a definite assurance with regard to the Yarramony railway. It ought to be explained that railways are of the utmost importance to every body in the State. If we take £121,000 from the Fremantle-road and apply it to railway construction, it will be better for everybody.

The Premier: It would bring more prosperity to Fremantle.

Hon. Sir JAMES MITCHELL: It is not so very much after all that we want. Four millions of money would build 1,000 miles of railway and we should add 1,000 miles of opportunity to those that have already been provided.

The Minister for Railways: You would want 3,000 or 4,000 trucks and many more engines in addition, to operate all those lines.

Hon. Sir JAMES MITCHELL: The Premier would not object to find money to build the trucks to haul our produce. I know what these Estimates mean. We must have schools, because the people will have children. We must have harbour works. We cannot afford year after year to have this enormous loan expenditure of over four millions and devote  $3\frac{1}{2}$  millions of it to works other than railway construction.

The Premier: The money to be spent on the metropolitan water supply is essential, but the expenditure of that amount will not mean any additional wealth to the State as money spent on a railway would mean.

Hon. Sir JAMES MITCHELL: If our standard of living is to be maintained, we must have more wealth as the result of railway construction. No work is so necessary in this State as railway construction, and I would forego the construction of roads and many other works to devote the money to railway construction.

The Premier: In next year's Estimates we will have to find more money for railways than we have this year.

Hon. Sir JAMES MITCHELL: All we can do is to accept the Premier's assurance. Six years ago our loan expenditure was a little over £2,000,000.

The Premier: For the last three years we have had to find about £1,000,000 for the metropolitan water supply and we could have built 300 miles of railways with that money.

Hon. Sir JAMES MITCHELL: I hope that the Premier will not start any work provided for unless it is necessary, because once started the work has to be completed. Money saved in that way could be devoted to railway construction.

Item, Tramways—Perth Electric and Extensions, £70,000:

Hon. G. TAYLOR: I would like to draw attention to the condition of the down track along Newcastle-street and Oxford-street to Government-road. It is in a shocking condition, although the up track is in a good state of repair.

The Minister for Railways: The money for that work comes out of ordinary revenue and comes from the maintenance vote.

Item, Electric Power Station, East Perth, £75,000:

Mr. SAMPSON: With the expenditure of this money, will the power available be suffi-

cient to provide for outer suburban extensions?

The MINISTER FOR RAILWAYS: It will enable provision to be made for some extensions. It is just a question of how much money can be devoted to extending the services. Out of the £75,000, between £45,000 and £50,000 will have to be spent on the plant itself and that will not leave much out of the vote for extensions.

Hon. Sir James Mitchell: When you complete the present unit, you will have to provide another.

The MINISTER FOR RAILWAYS: I do not know that we will have to provide that unit quite so soon as that.

Hon. Sir James Mitchell: You will have to do so because the city is growing, and you will have to provide for the additional requirements.

Vote put and passed.

*Vote—Harbours and Rivers, £222,200—*agreed to.

*Vote—Water Supply and Sewerage, £604,500:*

Item, Sewerage, Perth and Fremantle, etc., £122,000:

Hon. G. TAYLOR: The department has commenced sewerage portion of Loftus-street east of Oxford-street. That convenience is being extended to a portion of Leederville that has grown up within the last eight or ten years, and this has left a large portion of Leederville that has been settled for very many years unattended to. Last year the Minister for Works told me he would be able to sewer that part and I am sorry that the work has been swung away from there.

The Premier: The Minister for Works discussed that position with me just recently.

Vote put and passed.

*[Mr. Lutey took the Chair.]*

*Vote—Development of Goldfields and mineral resources, £33,000:*

Item, Development of mining (including prospecting and boring for minerals, £5,000, and miscellaneous), £30,000:

Mr. J. H. SMITH: Has any portion of the vote been set aside for boring and testing the lodes at Greenbushes? That field has produced nearly a million pounds worth

of tin and with a little assistance the field should be able to carry on for a number of years yet.

Mr. Marshall: With tin at its present price, it is peculiar they cannot make a do of mining there.

Mr. J. H. SMITH: All the surface tin has been worked out, and we believe that there must be lodes from which that surface tin was derived.

Mr. Marshall: Why, tin is worth £300 a ton!

Mr. J. H. SMITH: No, it is about £260 a ton now.

The Premier: With that price available, why don't they get busy?

Mr. J. H. SMITH: It is all very well for the Premier to talk like that, but there are men at Greenbushes who have been working there all their lives and still have faith in the field.

Hon. G. TAYLOR: The total amount set down for development of goldfields and mineral resources is £83,000. The explanatory note states—

Loans under Mining Development Act: Loan of boring plants; prospecting and boring; rebates to prospectors on low-grade ore; subsidies to batteries; development work; subsidies carting long distance and assistance generally in aid of mining; rebates on cost of water Southern Cross and eastwards to Kalgoorlie; water supplies for new finds on goldfields; clearing tracks, etc.

Is the £40,000 odd rebate on water supplied to the Kalgoorlie mines to come out of the £83,000? If so, it leaves only £40,000 for all other work. I have no fault to find with the reduction in the price of water granted to the mines around Kalgoorlie, but I do not know that it has led to any development or provided more work in Kalgoorlie. The outer mining fields do not benefit from the £40,000 rebate to the Kalgoorlie mines.

Hon. J. Cunningham: The Gwalia and Meekatharra mines were granted a similar reduction.

Hon. G. TAYLOR: It does not benefit my district. In years gone by we voted £100,000 for mining development and there was no £40,000 deduction in favour of one small area. The rebate to the Kalgoorlie mines curtails the vote considerably and is apt to be misleading.

The MINISTER FOR MINES: In reply to the member for Nelson the £5,000 for boring is not for Greenbushes. The hon. member asked me on the general estimates whether I

would earmark £5,000 from the disabilities grant for boring at Greenbushes, and I told him there was no necessity to do so, and that if Greenbushes had a legitimate claim, there was sufficient money in the mining development vote to grant assistance. So far as I can remember I have not had a request from Greenbushes for assistance for boring.

Hon. Sir James Mitchell: There have been requests in the past.

The MINISTER FOR MINES: I cannot speak about them.

Hon. Sir James Mitchell: You took over the office.

The MINISTER FOR MINES: There is no promise made by my predecessor that has not been fulfilled by me. Even if I had a request from Greenbushes it would not be possible to supply a drill. We cannot get drills. If Greenbushes offers a reasonable chance of success, it will be treated the same as are other districts.

Hon. Sir James Mitchell: Where do you propose to spend the £5,000?

The MINISTER FOR MINES: I suppose most of it will be spent on the lead mines in the north, at Coolgardie, and at Youanmi. The boring at Youanmi is nearly finished and the plant will then be sent to the Cue district.

Hon. G. Taylor: How many drills have you?

The MINISTER FOR MINES: We have three diamond drills working.

Mr. Thomson: Are they costly?

The MINISTER FOR MINES: Fairly costly, but the trouble is to get them. The last new drill now being used on the lead mines was ordered 18 months before it came to hand. I offered the silver lead mining company in the North-West to subsidise them to the extent of £5,000 for boring on condition that they provided the drill. They thought they could get a drill. That was nine months ago and I have not heard from them since. They were prepared to spend £20,000 if the Government granted them £5,000. In reply to the member for Mt. Margaret the £40,000 or £45,000 will come out of the £80,000, but that course has been followed ever since the rebate was granted. The greatest amount spent from the vote during the last 12 years was spent last year, and the amount on these Estimates is equal to last year's expenditure. The time has arrived when the £45,000 rebate on water to the mines at Kalgoorlie should no longer come out of this vote, and I shall

endeavour to have it altered next year. I do not believe that the reduction in the price of water by £45,000 a year has led to the mines employing one more man.

Hon. G. Taylor: That is what I say.

The MINISTER FOR MINES: Nor do I believe it has led to the output being increased by one ton a year. The Government were told by the Chamber of Mines that if the reduction were granted, additional men would be employed. The mines got the reduction and, almost from the day it was granted, they began to reduce hands.

Hon. G. Taylor: We shall question the item severely next year.

Hon. Sir JAMES MITCHELL: It was stated in favour of granting the reduction in the price of water to the Kalgoorlie mines that the Government would be escaping payment of sinking fund on the water scheme loan and the companies promised to spend an equal amount in development work. I suppose that has not been done.

The Minister for Mines: A majority of the mines are up against it to-day through lack of development.

Hon. Sir JAMES MITCHELL: This has been going on since 1922.

Hon. G. Taylor: Then it is one of your legacies.

Hon. Sir JAMES MITCHELL: Yes. The water scheme is free from debt and maintenance is the only expense. It is as important to endeavour to locate the lode at Greenbushes as to bore for lead or silver lead in the north. Some work was done at Greenbushes years ago.

The Minister for Mines: That was shaft-sinking.

The Premier: When I was Minister I gave substantial assistance for shaft-sinking.

The Minister for Lands: I also gave all the assistance required.

Hon. Sir JAMES MITCHELL: I suppose all Governments have granted assistance. We gave £31,150 to the goldmining companies for which we know we shall receive nothing.

The Minister for Mines: And by the assistance of the State Insurance Office they are saving £14,000 on premiums.

Hon. Sir JAMES MITCHELL: Have the Government paid the premiums?

The Minister for Mines: No; the State office has not increased its premiums for ordinary insurance, whereas the companies have raised their rates from 57s. to 84s. 11d.

Hon. Sir JAMES MITCHELL: If we can assist the gold mines we should try to help the tin mines.

The Minister for Mines: The department are doing a good deal to revive tin mining on the Murchison.

Hon. Sir JAMES MITCHELL: When Mr. Scaddan was Minister for Mines a good deal was spent on boring at the south end of Kalgoorlie.

The Minister for Lands: The companies did it and the Government subsidised them.

Hon. Sir JAMES MITCHELL: That is the same thing.

The Minister for Mines: No, in three instances the Government are now finding the whole of the money.

Hon. Sir JAMES MITCHELL: I thought the Minister said that one company were going to provide £20,000.

The Minister for Mines: I said we would provide £5,000 if they could get a drill and they were to spend £20,000.

The Minister for Lands: On Crown lands the State bears the whole cost.

Hon. Sir JAMES MITCHELL: If it is for the benefit of private people, they should pay.

The Minister for Mines: So they will.

Vote put and passed.

*Vote — Development of Agriculture, £1,769,922 :*

Item—Land Settlement for Soldiers, advances, improvements and purchase of estates, including grants to local authorities, etc., £87,850:

Mr. THOMSON: This refers to the Peel Estate and to the construction of roads and bridges. Has the Minister any explanation to offer as to how the money is to be spent?

The Premier: There is only £5,000 set down for drainage. That is all we are asking for.

Hon. J. Cunningham: It is for reconditioning drains.

Item — Agricultural Group Settlement and Migration, £1,150,000:

Mr. THOMSON: I hope that next year the Government will provide a detailed schedule showing how all these moneys are to be spent. This particular item includes

drainage at Busselton and Denmark, and road construction at various centres.

Hon. J. CUNNINGHAM: It is for road and drainage work mostly within the group areas. The sum of £150,000 is money drawn from the Migration Development Vote for the purpose of drain construction work and drainage repair works in the Busselton area, costing £36,000. The balance of the money is for roads and bridges in group settlement areas. It has nothing to do with Federal aid road money or special moneys granted in conjunction therewith.

Mr. THOMSON: I should like an assurance from the Premier that he will consider my suggestion. We spend large sums in road construction, and should be given the information in detail.

Vote put and passed.

*Vote—Roads and Bridges, Public Buildings, etc., £638,400 :*

Item—New roads and bridges in country and goldfields districts (including feeders to railways, including grants to local authorities), £300,000:

Hon. G. TAYLOR: A road board in my electorate is having great difficulty in the matter of its principal road. At some times of the year the road is impassable. The road board could, with an expenditure of £500, put it right except at flood times. If the local authority could be subsidised to the extent of pound for pound, in all probability £1,000 would put the road in complete repair. I tried to get money for the road board, but have failed to do so from the Main Roads Board. I have also tried to get it from the department that controls the ordinary roads of the State. The main road business is unsatisfactory as it affects outback people. When the Minister for Works returns I hope he will handle the situation properly.

Mr. THOMSON: I should like the Premier to give me an assurance that when next year's Estimates come down members will be furnished with a complete schedule showing how the money is being expended. What will be the position as regards the maintenance of roads that are being built with the assistance of the Commonwealth grant?

Hon. G. Taylor: The local governing bodies cannot maintain them out of their own rates.

Mr. THOMSON: That is so.

The Minister for Mines: The Commonwealth Government say they must do so.

Mr. THOMSON: Has the department considered the question of maintenance, and has it evolved any scheme? Certain roads have been declared main roads, and large sums of money have been spent upon them. The Canning-road to Fremantle is costing about £10,000 a mile. How is it proposed to maintain that road? Once it is constructed it will be handed over to the local authorities to maintain. Road boards in my district have asked me what is going to be the position. The Albany road passes through my district, and residents of road districts miles away use that road. How will the maintenance of the Albany road be allocated?

Mr. A. Wansbrough: That is set forth in the Act.

Mr. THOMSON: How will the Minister put that provision of the Act into operation? Road boards in my district are greatly concerned about the matter, fearing that a large proportion of their revenue will be swallowed up in maintenance of main roads. I would like the Minister's assurance that next year fuller explanations will be furnished of these large amounts of expenditure.

Hon. Sir JAMES MITCHELL: We should keep in mind the need for a statement of expenditure on each road and in each road board area. Next year Ministers will no doubt come down with full information. Enormous sums from Loan are to be spent on new roads and maintenance of roads. Unless drastic alterations are made regarding maintenance of main roads, the road boards will be in a deuce of a mess. The Government will have power to step in and collect their rates. Some of the roads recently constructed are already beginning to wear badly.

The Premier: Roads are as urgent as railways, if not more so. Roads all over this country have been impassable.

Hon. Sir JAMES MITCHELL: They are impassable now. We spend hundreds of thousands of pounds and get very little good roadway for the money.

Mr. SAMPSON: Under the Act the basis of contribution in respect of maintenance is to be determined on the basis of benefit received by the different local authorities.

participating. Take the York-road, a main road. It passes through the territories of a number of local authorities. Once the road has been constructed, maintenance costs will have to be borne by the local authorities, but the proportion of each will be determined on the basis of the benefit each receives. The benefit will not be limited to local authorities through whose territory the road passes: some benefit will be conferred on other local authorities, towards whose territory the York-road leads—from Perth to Merredin and right through to the goldfields. The Government are raising a large sum by way of loan for the construction of new roads and new bridges. Has it occurred to the Government that while they find it necessary to raise a loan for that purpose, the local authorities are called upon to carry out their work in the absence of subsidies? The construction of main roads will extend over years. Not long ago a certain road was constructed under loan. The road has disappeared, but the loan still remains to be repaid. Although the Government can raise money for the construction of roads, they have reduced the roads subsidy to road boards by 50 per cent.

Hon. J. Cunningham: You cannot have it both ways.

The Premier: I am afraid we shall see the end of the whole scheme of Federal aid roads presently.

Mr. SAMPSON: Because so much money has to be found under that scheme, the road boards have to get along with a greatly reduced subsidy. It is extremely discouraging to them.

Mr. THOMSON: I hope the Minister will give us some information on this item.

Hon. J. Cunningham: You know the provisions of the Main Roads Act. The Government will, as far as possible, enforce those provisions.

Mr. THOMSON: The Act provides that a certain proportion of the money shall be paid by the local authorities. But I want to know whether the department controlling the expenditure on main roads has evolved a scheme for the allocation of the money to be paid by the road boards—not those through whose district the road is passing, but the adjacent road boards.

Hon. J. Cunningham: It will be done, and perhaps in many instances rather earlier than the local authorities desire.

Mr. THOMSON: Well, I will put up a formal question under notice, and I hope the department will be able to answer it.

Hon. J. Cunningham: If the hon. member will ask a formal question, I will endeavour to return a reply.

Item, Reconstruction of Canning road, £121,000:

Hon. Sir JAMES MITCHELL: This amount is altogether too great. It will cost in interest alone over £6,000 per annum. I move an amendment—

That the item be reduced by £100,000.

That will leave £21,000 to be spent on the road this year.

The Premier: It is nearly all spent now. The work is nearly finished.

Hon. Sir JAMES MITCHELL: No fear, it is not.

Hon. J. Cunningham: Five months of the financial year have gone.

Hon. Sir JAMES MITCHELL: That does not matter. It is ridiculous to spend £121,000 on 12 miles of road in the metropolitan area. Where the road is to finish, near the Causeway, it is actually a street. What will the country think of us when they compare this with some of the country road work?

Hon. J. CUNNINGHAM: This is a specially constructed road. When completed, it will greatly relieve the congestion of the Perth-Fremantle road.

Hon. Sir James Mitchell: That has nothing to do with it.

Hon. J. CUNNINGHAM: It is one of the new roads constructed by the Main Roads Board, and a foundation has been put in sufficiently strong to carry heavy traffic. Quite a number of our roads are only 16 feet wide, while others are 22 feet. This road has a special foundation with a view to the making of a permanent job.

Hon. Sir James Mitchell: But think of an interest bill of £6,000 on 12 miles of road in the metropolitan area!

Hon. J. CUNNINGHAM: Much has been heard of the expenses of the local authorities, but quite a number of them do not stand up to their responsibilities.

Mr. SAMPSON: Does the amount of £121,000 include provision for a new bridge over the Canning River? I do not suggest that a new bridge is required.

The Premier: It does not include provision for a new bridge.

Mr. SAMPSON: The present bridge is reasonably good for light traffic, but it is

not in keeping with the very fine highway being constructed on either side.

Hon. Sir James Mitchell: No one could support an expenditure of £121,000 of borrowed money for one road.

Mr. SAMPSON: It traverses territory that is sufficiently wealthy to provide the necessary charges. I believe in making good roads, but the question is whether the reconstruction of the Canning-road is a State obligation. A precedent is being established that other local authorities might reasonably expect to be extended to them.

Hon. Sir James Mitchell: It would be indecent to pass the item.

Mr. SAMPSON: An improved road is necessary, but the local authorities should bear some portion at any rate of the cost of construction. Therefore I shall support the amendment.

Mr. THOMSON: In view of the large sum being allocated for this road we are entitled to more information than we have received. What length is being constructed? What class of road is it? Is the method of construction the same as that adopted on the Perth-Albany road? If the item is passed, it will be difficult for some of us to justify ourselves to settlers in the back areas that have not so much as a reasonable approach to a railway siding. There is a new settlement in my electorate where no roads have been provided, and appeals for special grants have not been met to the extent of providing reasonable facilities. If further information is not forthcoming I shall support the amendment. I do not wish to raise any question of the metropolitan area versus the country districts. Each section of the country is entitled to its just requirements. I beg the Premier to give us more information than we have at present.

Hon. Sir JAMES MITCHELL: I am not objecting to this because it is in the metropolitan area. I am not raising the question of this or that district. I have not come here to ask for something for my own district. What I do object to is the Government taking the responsibility of constructing roads in this manner, and making streets. I have not come down to the level of comparing the metropolitan area with the country districts. If any part of the State can afford to build a road, particularly a road such as this, it is the territory through which it passes. This road is assisted from the traffic fees.

Mr. THOMSON: When an hon. member asks courteously for information he is entitled to get it.

Hon. J. Cunningham: I have given you all the information in my possession.

Mr. THOMSON: We are asked to spend £121,000, and the Honorary Minister says he can give us no information regarding the matter. The position is most unsatisfactory. This amount does not come within the purview of the main roads grant. I have asked how many miles of road it is proposed to construct, and what is the type of road. The Honorary Minister says he cannot answer these questions. I cannot vote for the expenditure of this money upon the slight information we have received.

Hon. G. TAYLOR: I presume there will be a division on this motion. I do not feel inclined to vote against the expenditure of money that is being used to put roads in order. I understand, however, most of this money has already been spent, and that the work is almost completed. If that is so I shall be able to vote for the reduction of the amount without impairing the chance of the road being completed.

Hon. J. CUNNINGHAM: I know that the road is under construction, and that a considerable amount of work has been done upon it. A good deal of the money has also been spent.

The Premier: The road is nearly completed.

Hon. Sir James Mitchell: No one knows anything about it.

Hon. G. Taylor: The Premier said it was being constructed of granite drawn from the hills.

Mr. Panton: The traffic authorities will get a big revenue out of it from the motor speeders who will use it.

Hon. G. Taylor: More information should have been given to us concerning it.

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

Ayes	..	..	..	10
Noes	..	..	..	14
				—
Majority against				4
				—

#### NOES.

Mr. Angelo	Sir James Mitchell
Mr. Davy	Mr. Sampson
Mr. Griffiths	Mr. Taylor
Mr. Lindsay	Mr. Thomson
Mr. Mann	Mr. North

(Teller.)

## NOES.

Mr. Chesson  
Mr. Collier  
Mr. Corboy  
Mr. Coverley  
Mr. Cunningham  
Mr. Lamond  
Mr. Millington

Mr. Munsie  
Mr. Paxton  
Mr. Rowe  
Mr. Sleeman  
Mr. Troy  
Mr. A. Wansbrough  
Mr. Wilson

(Teller.)

## PAIRS.

## AYES.

Mr. Brown  
Mr. Latham  
Mr. Stubbs  
Mr. Maley

## NOES.

Miss Holman  
Mr. W. D. Johnson  
Mr. Willcock  
Mr. Kennedy

Amendment thus negatived.

Item: Pardelup Prison Farm:

Mr. SAMPSON: I hope that the prison farm will provide opportunities for reform to the people concerned. We all look for good results from this new institution. I believe it will prove of great assistance in the direction desired. I hope we shall some day have an opportunity to visit the place.

Hon. G. Taylor: I hope not for too long a period.

Vote put and passed.

Vote—Other State undertakings, £485,120:

Item, State Hotels and Tourist Resorts, £14,000:

Mr. SAMPSON: Some little time ago I was at Wongan Hills, and wanted to stay at the State hotel. The place was well conducted, and the meals were good, but the accommodation was extremely restricted, and I could not obtain a bed. I suggest that the premises be leased to someone who can supply the needed accommodation. While the State hotel is there, private enterprise cannot do what is required. Do the Government propose to extend the accommodation at the State hotel?

Hon. G. TAYLOR: Is it likely that during the recess the Honorary Minister representing the Government in another place will find time to attend the opening of State hotels, and of rooms at State hotels? Some of the State hotels feel neglected in this regard, and any friction of that nature should be avoided. I would like to see the time of the Honorary Minister during the recess, especially in hot weather, fully occupied in opening new State hotels or additions to State hotels.

Mr. DAVY: We are asked to authorise the expenditure of £14,000 of Loan money on improvements to the Yallingup Caves

House and the Corrigin and Wongan Hills State hotels. Will the Minister furnish details of the proposed expenditure of this considerable sum of money on three establishments already equipped. Quite a decent new hotel can be built and furnished for £7,000. Really what we do on these Estimates is sheer waste of time; if we disallowed an item, the money would still be spent. Some hon. members sitting opposite are not too enamoured of State hotels.

Hon. H. MILLINGTON: I have not got the details relating to the expenditure.

Hon. Sir James Mitchell: You should have them.

Hon. H. MILLINGTON: That is so, perhaps, but I have not got them. Regarding the money to be spent upon the State hotels, additions are required at the Wongan Hills and Corrigin State hotels and also at Caves House. Those additions are warranted in each instance and, if necessary, particulars can be supplied.

Hon. Sir JAMES MITCHELL: If we are to continue running State hotels they must be kept up to date, but the Minister should be able to supply members with details regarding every item mentioned in the vote, should that information be called for. Had this sort of thing happened when I was in power, the Government would have been held up for a full sitting, and the public would have been told that we did not know what we wanted the money for. If additions are to be made to Caves House, I hope they will not be constructed of wood. If a fire should break out there, we would be lucky if lives were not lost. Certainly it is not right that the verandahs should have to be utilised and beds crowded in so close together. What obtains at Caves House would not be permitted by the licensing bench if it were a private hotel. It is inevitable that we shall have to keep the State hotels up to date if they are to be continued. I shall not vote for an extension of State trading and will be satisfied to strike out the Sawmills item. I object to State trading and we have seen enough of it to know that it is not good for the people as a whole, or for the workers in particular. We pay far more for our timber nowadays than we did before the State sawmills were started. As a protest against State trading and against expenditure in connection with the State Sawmills being



made from loan funds, while the profits are taken into revenue. I move an amendment—

That the item "State Sawmills, £30,000" be struck out.

Mr. ANGELO: On a point of order, I wish to deal with the preceding item, "State Steamships, £20,000."

The CHAIRMAN: The hon. member should have called that item before the Leader of the Opposition moved to strike out the next item.

Mr. ANGELO: But the Leader of the Opposition was speaking on State hotels and then jumped to the State Sawmills.

The CHAIRMAN: The hon. member should have prevented the Leader of the Opposition moving by intimating that he desired to speak on an earlier item.

Mr. ANGELO: But the Leader of the Opposition said—

The CHAIRMAN. Order! The Leader of the Opposition had been speaking for several minutes about the State Sawmills and intimated that he would strike out that item.

Mr. ANGELO: I have been waiting here all night to speak on this item and as the Leader of the Opposition was speaking about State hotels practically throughout his remarks, I thought that item was before the Chair.

Hon. Sir James Mitchell: Can I withdraw my amendment?

The CHAIRMAN: No, we cannot go back.

Mr. ANGELO: Then I disagree with your ruling.

The CHAIRMAN: Order! The hon. member knows quite well that we cannot go back. He had the right to call upon the item before the Leader of the Opposition moved his amendment.

Mr. ANGELO: That is all right.

Hon. G. TAYLOR: I think the Leader of the Opposition would be in order if he withdrew his amendment for the time being to enable the member for Gascoyne to speak on the preceding item. That would be in accordance with the Standing Orders and would obviate any necessity for a motion to dissent from the Chairman's ruling.

The CHAIRMAN: I will leave it to the Committee. The member for Gascoyne has been a member of the House long enough to know that when the Leader of the Opposition commenced to discuss another item, he should have intimated his desire to speak on the earlier item.

Hon. Sir JAMES MITCHELL: I ask leave to withdraw my amendment.

Amendment by leave withdrawn.

Item, State Steamships, £20,000:

Mr. ANGELO: The details set out that provision is being made for the purchase of an additional vessel for the North-West. I hope that the vessel will be similar to the "Koolinda."

Mr. Lindsay: There is £419,120 mentioned in the details.

Mr. ANGELO: I take it that that is to pay for the "Koolinda" and other requirements.

Hon. Sir James Mitchell: That is to pay for the accumulated losses.

Mr. ANGELO: If that is so, I would ask the Leader of the Opposition not to overlook the fact that the profits made by the "Kangaroo" were taken into revenue.

Hon. Sir James Mitchell: I have said as much many times.

Mr. ANGELO: I understand that one of the Singapore boats, the "Gorgon," is to be withdrawn from the North-West trade within the next few weeks, and that will leave the coast with one boat short. It is also whispered that the Singapore companies intend asking for a permit to put on another boat, which will be a cargo boat instead of one with passenger accommodation. It is passenger accommodation that is badly required on the coast at present. Coming down the other day from the North-West the "Koolinda" had to refuse 80 passengers. At Carnarvon 40 passengers who had booked for the trip down by that vessel were sent across the wharf to travel down by the "Minderoo."

Mr. Mann: That was on the occasion of a race meeting.

Mr. ANGELO: But that will not account for the other 40 passengers from higher up the coast.

Mr. Lamond: The "Koolinda" is nearly always a full ship.

Mr. ANGELO: That is so. If the request of the Singapore company for the withdrawal of a passenger boat and the substitution of a cargo boat be agreed to, it will mean that the coast will be deprived of necessary passenger accommodation. I trust that if the Government intend securing another boat, it will be of the type of the "Koolinda" and that then we shall have a fortnightly service. It is clear that the "Koolinda" is going to be a profitable boat. I do

not know what this item of £20,000 represents, but if it is preliminary expenses in respect of another boat for the North-West I will support it.

*12 o'clock midnight.*

Item, State Sawmills, £30,000:

Mr. DAVY: What does this mean? All the information given is "payment of additional capital." I presume that another £30,000 is to be put into State sawmills. I move an amendment—

That this item be struck out.

Hon. J. Cunningham: It is for the replacement of a mill destroyed by fire.

The Premier: It is not for any expansion or addition.

Mr. DAVY: May I suggest that it would be only fair to members if the explanations furnished with these items were more explicit. The Premier would save himself an enormous amount of trouble if the Loan Estimates were prepared with sufficient detail to allow a member of Parliament to understand what they mean.

Mr. SAMPSON: Since this item is to replace a mill destroyed by fire, I do not understand why the loss was not covered by insurance. I thought all Government trading concerns were fully insured.

The Premier: Even so, you cannot spend money without appropriation.

Mr. SAMPSON: Well, why have we not the particulars?

The Premier: That mill was burnt down three years ago.

Mr. SAMPSON: The money ought to be payable by the insurance companies. Possibly the department took the risk and did not bother about insurance.

The Premier: They did not take any such chance. If the place was insured, and the money covering the loss paid in, you could not spend it without appropriation.

Hon. G. TAYLOR: Of course we know the mill was burnt down. If the insurance money was paid over, it may be that it was taken into revenue at the time. The Minister now desires to erect a new mill, but he asks to have the money provided out of loan funds.

The Premier: Nonsense!

Hon. G. TAYLOR: But these are the Loan Estimates. If you got the insurance money,

what was done with it? I suppose you splashed it up. We have nearly five millions of money provided here.

The Premier: We have not splashed it up yet.

Amendment put and negatived.

Vote put and passed.

*Vote, Land Improvement Loan Fund, £28,700—agreed to.*

Resolutions reported and the report adopted.

## ASSENT TO BILLS.

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

- 1, Racing Restriction.
- 2, Broomehill Lot 602.

## BILL—BRIDGETOWN LOT 39A.

Returned from the Council without amendment.

## BILL—STATE CHILDREN ACT AMENDMENT.

### *Council's Message.*

Message from the Council received and read notifying that it did not insist on amendment No. 2 disagreed to by the Assembly, had agreed to the Assembly's amendments to amendments Nos. 1 and 4, and disagreed to the amendment made by the Assembly to amendment No. 6.

*House adjourned 12.15 a.m. (Friday).*