

Hon. A. H. Panton: They are all tributers. The MINISTER FOR EDUCATION: I understand there is no other mine in the world which employs tributers on so large a scale. I am not going to put forward any excuse for a change of attitude. I simply regard the facts as they are, namely, that whereas in 1912 the tributer was merely an occasional contractor, at the present time on the Perseverance all the workers are tributers. It is quite competent to put up the argument that those men are really drawing their wages and sharing the profits. Whilst I still hold that a tributer is a contractor, and ought not to be described as a worker, one can advance the argument that those men should have some protection such as is afforded by the Workers' Compensation Act. What would happen if this obligation were cast upon the owners of the mine? They would have to insure all their tributers and take that fact into account when making their agreement for the tribute. The third provision in which the Bill alters the Act is an amendment of Section 6, by omitting "one week" in paragraph (c) of Subsection 2, and inserting in lieu thereof "three days." It means that, whereas under the Act the employer is not liable in respect of an injury which does not disable a worker for at least one week from earning full wages, the Bill proposes to reduce the period to three days. I do not know that there is anything objectionable in connection with that. If a worker is injured for a period of three days, he should get something. A further amendment is really a consequential one. Whereas previously it was provided that compensation should not be paid for the first week, the period is now to be reduced to three days. The last amendment is also one which I previously opposed. It is an amendment of the third line of Section 16 of the First Schedule of the existing Act. Section 16 provides that where weekly payment has been continued for not less than six months the liability therefor may, on application by the employer, be redeemed by the payment of a lump sum to be settled, in default of agreement, by the local court. When the original Act was introduced, the words "or employee" appeared after the word "employer." I was one of those who successfully fought to have those words struck out. The argument I used was that it might very often completely ruin an employer if the employee could take him to the court and compel him to pay the lump sum.

Hon. J. Duffell: He has the provision of insurance.

The MINISTER FOR EDUCATION: But not all employers insure. Although I opposed that section before, my attitude now in regard to it is quite different. I can see many arguments in favour of it which did not then exist.

Hon. T. Moore: Wisdom comes with age.

The MINISTER FOR EDUCATION: But in this instance the circumstances have

altered. There is also a proviso that in exercising his jurisdiction the magistrate shall take into consideration the ability of the employer to make compensation in that form. That removes the strongest objection I had previously to the provision. There is also the fact that the Act has now been in force for many years, and that in consequence most of the employers realise the necessity for insuring under it. There is a further point which makes me lean strongly towards the proposal which I previously opposed. I know what has happened. Even in cases where men are covered by insurance, because they cannot demand that the lump sum shall be paid, notwithstanding that they are entitled to the lump sum, they are persuaded into taking a smaller sum in order to get cash down. It is wrong and entirely foreign to the spirit of the Act, and if for that reason alone I would be prepared to alter the attitude which I previously adopted. What occurs is this. In cases where, if the employer himself was to go to the court and say "I want to be relieved of this by the payment of a lump sum," or if the employee could appeal to the court, undoubtedly a certain sum would be fixed and paid; because the employee has no right to insist upon the payment of a large sum, he is now offered a very much smaller sum, and he takes it to get cash down. That is not right. For that reason, and because of the proviso, I think the amendment ought to be made. I move—

That the Bill be now read a second time.

On motion by Hon. A. H. Panton, debate adjourned.

House adjourned at 9.59 p.m.

## Legislative Assembly,

Friday, 10th December, 1920.

	PAGE
Question: Kalgoorlie Hospital ... ..	2303
Wyndham Meat Works ... ..	2303
Leave of absence ... ..	2303
Bills: Loan, £3,870,000, 1s. ... ..	2303
Grain Elevators (No. 2), introduced, 2s. ...	2303
Permanent Reserves, introduced, 2s., Com., etc.	2305
Stamp Act Amendment, introduced, 2s. ...	2309
Public Service Act Amendment, all Stages ...	2311
Transfer of Land Act Amendment Act, all Stages ...	2314
Land Tax and Income Tax, 3s. ... ..	2315
Loan Estimates (1920-21) ... ..	2315

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

**QUESTION—KALGOORLIE HOSPITAL.**

Hon. W. C. ANGWIN (for Mr. Green) asked the Premier: On the 29th September last I was informed by him that the 1,290 patients dealt with for the year ending the 30th of June last, at the Kalgoorlie Public Hospital, had paid by the way of fees an average of £2 6s. per head; will he now kindly inform me what the average period of treatment was for these 1,290 cases?

The PREMIER replied: The average period of treatment of the 1,290 cases referred to was 24.9 days.

**QUESTION—WYNDHAM MEAT WORKS.**

Hon. W. C. ANGWIN (for Mr. Green) asked the Premier: 1, Through whose agency are the tinned products of the Wyndham Meat Works being disposed? 2, Were tenders publicly called for handling these products? 3, If so, when? 4, If not, why not?

The PREMIER replied: 1 Brown & Bureau. 2, No. 3, Answered by No. 2. 4, Exhaustive inquiries made by the general manager of the Wyndham Meat Works, who strongly advised the appointment of Brown & Bureau, after taking into consideration the claims of various other organisations. The commission agreed upon is 1¼ per cent.

**LEAVE OF ABSENCE.**

On motions by Mr. Hardwick, leave of absence for two weeks granted to Mr. Smith (North Perth) and to Mr. Robinson (Canining) on the ground of urgent public business, and to Mr. Underwood (Pilbara) on the ground of urgent private business.

**BILL—LOAN, £3,870,000.**

Introduced by the Premier, and read a first time.

**BILL—GRAIN ELEVATORS (No. 2).**

Introduced by the Premier, and read a first time.

**Second Reading.**

The PREMIER (Hon. J. Mitchell—Northam) [4.37] in moving the second reading said: The manner of handling wheat here proposed must be far more economical to the farmer than the present method and will have other great advantages. I believe that the greatest advantage of all will lie in the circumstance that, under this system of handling, trade in grain will be much freer than it has been hitherto. At present if a merchant desires to deal in wheat, taking it from the farmer and shipping it, he must have a large organisation, because he requires stacks all over the country. This necessitates the employment of numbers of

men, and involves great expense. For that reason the number of buyers so far has been very limited; in fact, there are not more than three or four buyers operating here in a large way at any one time.

Hon. W. C. Angwin: This Bill proposes to limit the trading to one buyer.

The PREMIER: No. Under the elevator system anyone can deal in wheat. If an English buyer wishes to acquire £100,000 worth of Western Australia wheat, all he will have to do, under the elevator system, will be to authorise his agent here to purchase that quantity from the elevators. Dozens of buyers may enter into competition in that way, and the trade in wheat will be perfectly free, giving every buyer an equal opportunity. The elevators will be a public convenience, and will be open to the use of the public in the most unrestricted way. Under this Bill they will be as free to the farmer and to the merchant as they would be if they were managed by the Government. To provide for less than that would be absolutely wrong. Obviously, it would not be right to give a monopoly with regard to elevators, and to allow the people who hold that monopoly to engage also in trading in wheat. The only monopoly they will have will be that of handling wheat. The Federal Government have agreed to advance £550,000 to the company, and the company have undertaken to raise the balance of the money required. It is expected that, in all, £800,000 will be spent. That sum will cover a terminal elevator at Fremantle, and the necessary country elevators. To date 240,000 shares have been applied for.

Mr. Hudson: Do the Federal Government give a grant or make an advance?

The PREMIER: The Federal Government are merely lending £550,000 at six per cent.

Hon. W. C. Angwin: If they have to pay more for the money when they borrow it, the rate of interest will be correspondingly higher.

The PREMIER: That is so. The advance by the Federal Government will commence when 300,000 shares have been allotted, and 10s. per share has been paid up, and £100,000 of that capital has been expended, and, of course, when the necessary security has been executed.

Hon. W. C. Angwin: The company want that £100,000 from the State Government.

The PREMIER: No. The company have not asked this Government for anything in the way of finance. They ask us only to put this Bill through and to decide, on terms which will be fair and reasonable, the sites of the elevators.

Hon. W. C. Angwin: This Bill does not make provision in that respect.

The PREMIER: No. We find no money for the purpose.

Hon. W. C. Angwin: Not under this Bill.

The PREMIER: Nor under any other Bill.

Hon. W. C. Angwin: We will see about that later.

The PREMIER: It is distinctly understood that the State Government will not find any money in connection with the work. If the State Government found money after the Federal Government had found money, then, since both Governments cannot have the security, the Federal Government would have all the security. The Federal Government are to have a first call on all the assets and the capital of the company, and this circumstance will make it quite impossible for anyone else to get security.

Hon. W. C. Angwin: The Federal Government took pity on you because you did not get ships.

The PREMIER: The advances made by the Federal Government are repayable by 20 instalments. If the interest falls in arrear, the Federal Government can raise the rate to 10 per cent. They have taken good care to protect themselves in that respect. As regards the sites of the elevators, all we have to do in that matter—

Hon. W. C. Angwin: We are to give our best sites to the Federal Government.

The PREMIER: The sites will be selected where Crown lands are available. Apart from Crown lands, we are not responsible for providing sites. The Federal Government do nothing but make the advance. Can the member for North-East Fremantle (Hon. W. C. Angwin) object to an advance being made by the Federal Government to a Western Australian company?

Hon. W. C. Angwin: I object to the best sites at our ports being given as security to the Commonwealth Government for nothing.

The PREMIER: I think the House would be wrong if it allowed itself to be influenced by that remark of the hon. member. We are not giving away the sites at all; we are leasing them for 25 years on certain conditions. Those conditions are that the elevator must be worked right through the 25 years, and that the elevator company must provide the conveniences needed by the wheat growers. I am sure the hon. member will realise that under the co-operative system the farmer is likely to obtain a better service than if the State alone were concerned. I repeat, this State's share in the business is to find the sites on fair terms. We are not giving away anything. The elevator company will not be able to trade in wheat. I recognise that that provision in the Bill may not mean very much, because while the elevator company could not trade in wheat it would be possible for the gentlemen who formed the elevator company to form another company for trading in wheat. However, we provide against that inasmuch as we stipulate that wheat must be handled by the elevator company for all alike, and that there shall be no discrimination.

Hon. W. C. Angwin: That matter is provided for by the Commonwealth Government.

The PREMIER: This Bill provides for it. The return to shareholders is limited to eight per cent. In view of the period allowed to the company, 25 years only, I do not think that rate can be regarded as high. The net profits are to pay interest, and also are to provide a reserve fund after paying—

Hon. W. C. Angwin: The net profits, do you say?

The PREMIER: Yes.

Hon. W. C. Angwin: I hope they will materialise.

The PREMIER: After provision has been made out of profits for interest and reserve fund, the balance of the profits must be distributed among the shareholders according to the quantity of wheat delivered to the company by each grower. The money is to be distributed amongst the shareholders, but it is provided that at any time any farmer desiring to become a shareholder may become a shareholder on exactly the same terms as did those now holding shares. The point to remember is that the Bill gives a monopoly of the handling of grain for 25 years, or alternatively so long as adequate facilities are provided.

Hon. W. C. Angwin: What are you going to do with your own machinery at North Fremantle, which cost you hundreds of thousands of pounds? Are you going to scrap it?

The PREMIER: Not all the wheat will be shipped in bulk, because there are not very many ports of the world where it can be delivered in bulk.

Hon. W. C. Angwin: There are but one or two in England.

The PREMIER: A great deal of the wheat will have to be shipped in bags, and so the machinery at North Fremantle will still be required.

Hon. W. C. Angwin: This will be an unprofitable proposition.

The PREMIER: We are not concerned about that. I am sorry the hon. member is not favourably disposed towards bulk handling, because we ought to do all we can to get for our growers the best possible price for all wheat exported. At Fremantle a site comprising an acre and a half has been set aside, and three acres have been temporarily held up until we see what additional land will be required. The hon. member ought to be satisfied to have these works so near to his electorate, and satisfied, too, that the Harbour Trust is willing to assist by setting aside the necessary land and by facilitating the despatch of the boats. It is provided that the Fremantle works must be completed in four years, and that if works are erected at Albany or Bunbury, or Geraldton they shall be completed in five years. The company is a co-operative one and must always remain so, and in addition must treat all alike. I dare say the Attorney General will be able to tell us something further about the provisions of the Bill.

Hon. W. C. Angwin: Like the rest of you, he is a shareholder.

The PREMIER: I can quite understand that the hon. member will use the bulk handling system. It will be a very great convenience when once it is in operation. Moreover, it will be an advantage to have the farmers operating their own silos. They can handle the wheat in this way and save considerable expense. The co-operative system has been working well in Canada and in America for years past. It is quite necessary that farmers should co-operate for the selling of their produce, for it means they will do very much better with it. This is no experiment.

Hon. W. C. Angwin: They have experimented with it in New South Wales, where it has cost them a lot of money.

The PREMIER: Last year, unfortunately, they had no wheat to put into the elevators.

Hon. W. C. Angwin: It is not satisfactory this year.

The PREMIER: It is rather too soon to say that. I understand there is some fault with some of the silos, but that it can easily be put right.

Hon. W. C. Angwin: Then you do not know much about it.

The PREMIER: I have told the House all that I do know.

Hon. W. C. Angwin: The Royal Commission saved this State from erecting costly silos.

The PREMIER: I do not know that the State was saved, because if silos had been erected here they would not necessarily have been on the plan adopted in New South Wales. I move—

That the Bill be now read a second time.

On motion by Hon. W. C. Angwin, debate adjourned.

## BILL—PERMANENT RESERVES.

### All Stages.

The PREMIER (Hon. J. Mitchell—Northam) [4.53]: I move—

For leave to introduce a Bill for an Act to reduce the area of reserves A7655, A9997, and A6862 and to annul reserve A7469.

Mr. JOHNSTON: I draw attention to the unsatisfactory nature of the title. Generally the title of a Bill conveys some information. Some of us are consistently opposed to the reduction in area of permanent reserves. Reserves classified as A are usually parks, and so I gather that these are lands set apart for parks. But from the title of the Bill we cannot say where they are. I protest against leave being given for the introduction of a Bill with a title that conveys no information whatever as to the situation of these reserves.

Mr. HOLMAN: It is a very pertinent point. We are entitled to the information asked for. Even the Premier cannot give it.

The Premier: Yes, I can.

Mr. HOLMAN: I protest against leave being given until we are furnished with information as to the locality of these reserves. In many of our towns reserves are all too few, notwithstanding which we are forever whittling them away, sometimes without knowing why.

The PREMIER: The Bill has been distributed, and in a few minutes, when moving the second reading, I shall be explaining where these reserves are situated. I do not think the title is expected to give all the information that can be required. However, I will endeavour to supply anything which the title omits.

Mr. Holman: Let us know now where they are, and give us the detailed particulars on the second reading.

The PREMIER: The first is at Lake Clifton, the second at Bunbury, the third at Albany, and the fourth at Yarderoo, on the Geraldton line.

Question put and passed.

Bill introduced and, on motion by Premier, read a first time.

### Second Reading.

The PREMIER (Hon. J. Mitchell—Northam) [4.58] in moving the second reading said: The first reserve dealt with contains an area of 7,850 acres. It is a timber reserve situated at the head of the Lake Clifton railway. We propose to take 240 acres for townsite purposes around the siding. The Conservator of Forests has agreed to this.

Hon. W. C. Angwin: Did not he charge you for it?

The PREMIER: He would if he could. A portion of the land is required for a school building and the remainder is necessary for town lots for the workers who will be employed at the cement works. It will all be declared a townsite reserve. The next area to be dealt with is Reserve 9997 at Bunbury. It is near the ocean beach, perhaps some chains away. It is proposed to take from 17 acres, which is the area of the reserve, 3 acres 1 rood 27 perches for the purposes of the Bunbury High School. The school site contains an additional area of 6 acres 1 rood 9 perches. The Bunbury council have agreed that ample park lands will remain if this small area is taken from the reserve. There can therefore be no possible objection to the proposal. The next reserve is 6862, comprising 150 acres known as Boronia reserve, near Emu Point, Albany. It is proposed to excise from that reserve 58 acres. If the House agrees to the proposal the land will still remain a reserve, but it will be vested in the Albany municipal council. This is a favourite camping

ground. The Albany council is anxious to have control of it and if that control is given, the campers will have to be provided with the necessary conveniences. As the locality is largely availed of, the council will be obliged to spend some money there, and they should therefore have power to collect rates.

Mr. Hudson: Could you not give that power under the Parks and Reserves Act?

The PREMIER: I think not. All the proceeds are to be used in connection with the improvement of the reserve. There is no boronia there. I have been at Emu Point on several occasions and have looked into the question. If the reserve is set apart for campers it must be controlled by someone, and if money is expended in effecting improvements the campers must expect to pay. The area would prove a boon to a great many people who cannot afford, or who do not want, to put up at hotels. The last reserve dealt with in the Bill is 7469, comprising an area of 120 acres. It is an area for water and for Government purposes, situated at Yardarino, immediately south of Irwin siding. As a matter of fact it adjoins the siding. Though it was reserved for water, there is no water on it. There are fettlers and other working men in this locality, and they want some blocks whereon to erect their homes. The land is around the railway station, and should be declared a townsite. Land is also required there for recreation purposes and for a hall site. The people who are there have a right to these conveniences. As a Class A reserve it is quite useless.

Mr. Troy: There are no fettlers there.

The PREMIER: There are. I ask the House to agree to the Bill. The requests contained in it would not be advanced unless we knew that it was right to put them forward. There will not be interference in any way with existing rights of the people. I move—

That the Bill be now read a second time.

Hon. W. C. ANGWIN (North-East Fremantle) [5.10]: With regard to the first reserve mentioned in the Bill, I notice that the member for the district in which the area is situated is not in his place in the House to tell us whether the residents of the district desire that the excision should be made from the reserve. There is no doubt it is necessary that near the foreshore there should be land reserved for the use of the people in years to come. Those who visit our beaches must have spaces on which to have their picnics or to camp. We know, too, that owing to the fine sand on these beaches it is not possible to camp too close to the water, and therefore it is necessary for them to go back to some extent.

The Premier: They will not be interfered with at all.

Hon. W. C. ANGWIN: I notice that a good deal of levelling has been done on the hills at Bunbury, and we should be careful about giving away portions of our Class A reserves. The time will come when Western Australia will carry a big population, and when every bit of the reserves will be made use of by the people. It would be a pity if any of the reserves around Bunbury were spoilt by having areas excised from them.

The Premier: This one is a long way back from the beach.

Hon. W. C. ANGWIN: Bunbury itself is not very far from the beach. I hope the Premier has given the matter every consideration, to see that the future population of the State will be protected. With regard to the reserve at Albany, why could it not be handed over to the council without altering its classification? It is not so long ago since Parliament was asked to hand over a portion of the national park as a site for a sanatorium for consumptives. The recommendation came from the highest medical authorities, but Parliament refused it, because it was a Class A reserve, and because as such it had to continue as a reserve for future generations. If the area at Emu Point can be taken out of the Class A reserve without the consent of Parliament, the council could get it handed to them in fee simple.

The Premier: It is a long way from the town.

Hon. W. C. ANGWIN: I know where it is. People can camp on an "A" reserve.

The Premier: No.

Hon. W. C. ANGWIN: Yes. They camp at Rottnest and Crawley.

The Honorary Minister: One is a reserve for special purposes, and this is a reserve for boronia.

Hon. W. C. ANGWIN: I am afraid if it is taken away as a Class "A" reserve, it will eventually cease to be a reserve at all.

Mr. Hudson: It will be removed from Parliamentary control.

Hon. W. C. ANGWIN: The Premier should see whether there is not some means of retaining this for the people for all time.

The Honorary Minister: You have to come to Parliament to alter the purpose of a class "A" reserve.

Hon. W. C. ANGWIN: This is asking for it to be altered from a Class "A" reserve. The powers of Parliament over it will be gone. The Dalkeith estate at Claremont was purchased out of loan money and made a reserve to be held for the people for all time. The estate is on the river and was a beautiful place. The Government are now selling it and putting the money into revenue, although it was purchased with loan money. The same thing may apply to this reserve. With regard to Yardarino, if the Minister for Works would only look into his department, he would probably find that almost half of the State had been declared a water reserve.

The Honorary Minister: Not as a class "A."

Hon. W. C. ANGWIN: The Minister for Works is probably the largest landholder in the State, because of the fact that areas are continually being set aside as water reserves. If a departmental officer thinks there is water on a certain spot, a reserve is at once made. I have no objection to the Bill, but we should be careful how we take away from the people reserves that have been set apart for their use.

Mr. TROY (Mount Magnet) [5.20]: I am always suspicious when Bills of this character, changing the objects of reserves, are brought forward. The member for North-East Fremantle (Hon. W. C. Angwin) suggested that there is a great tendency on the part of the Public Works Department to create too many water reserves. If he knew the country as well as other people do, he would know of what advantage it is to settlers to have water adjacent to railway sidings. He would know that it is frequently necessary to have reserves made in places that have been quite overlooked. I always object to a reserve at a railway siding being annulled. If it has been created in the first place as a water reserve, and there is no water upon it, it is always possible to sink a dam and conserve water there. Years ago the Public Works Department had dams put down at a number of agricultural sidings. These have been of great advantage to the people. It may be argued that because no people live at a siding, a reserve there is not necessary. I would point out that settlers cart their produce to the siding, and it is essential that they should have a reserve upon which to camp and from which to obtain water. I have had occasion to make representations to the Lands Department for the making of reserves along the Murchison railway. In the early days the pastoralists did not object to people camping at the siding, but as the back country was taken up, and more teams came into the siding, the pastoralists did object. Because of that I have been compelled to make representations for the creation of reserves where none previously existed. From the little knowledge I have of Yardarino, I should say that there were no railway cottages there. This siding serves the late Sam Phillips' estate, comprising about 10,000 acres. Unless the Government desire to purchase the estate, there is no necessity to annul the reserve and cut it up into townsites. Whilst this exists as one estate, there is not much room for a townsite. The Premier says that there are railway men there.

The Premier: Not a large number.

Mr. TROY: The railway men camp at the next station, Irwin, where there are springs.

The Premier: The request is a reasonable one.

Mr. TROY: I do not want to see the reserve annulled. The time may come when it will be necessary to have a reserve there. If the Premier desires to have a portion of

it taken out for townsite blocks, I would have no objection, but I am not agreeable to annulling the whole area.

The Premier: I do not know why a class "A" reserve was ever made there.

Mr. TROY: The people who would be employed on the Yardarino station would all be living at the homestead.

The Honorary Minister: I think it was made a reserve in error.

Mr. TROY: In all probability the estate will be purchased later on and subdivided, and a townsite may then be necessary. The Premier has not made out a good case for the annulment of the reserve.

The PREMIER (Hon. J. Mitchell—Northam—in reply) [5.26]: I do not think it was intended that we should retain more land than was necessary to make use of the road which had to be constructed to the foreshore at Bunbury. We have been fairly careful in picking out reserves throughout the State. I hope that care will always be exercised. I agree with the member for North-East Fremantle that there are many reserves in the country which are not needed for the purpose for which they were set aside. Every clause of this Bill should be passed, because every proposal is a necessary one.

Question put and passed.

Bill read a second time.

In Committee.

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

Clause 1—agreed to.

Clause 2—Area of reserve "A" 7655 reduced:

Mr. LUTHEY: This has been sprung upon the Committee. We should be very careful how we deal with class "A" reserves. I should like to hear what the Minister for Works has to say with regard to this Bill, and also to have the opinions of the Minister for Mines and the member for Bunbury. I have always opposed the giving away of these class "A" reserves. I do not see that there is any necessity for the measure to be dealt with straight away, and I oppose the clause.

Clause put and passed.

Clauses 3, 4—agreed to.

Clause 5—Reserve A7469 annulled:

Mr. TROY: I move an amendment—

That the clause be struck out.

I do not know what is behind the proposal to annul the Yardarino reserve. I do not know of any people who are living there. There are some railway men who work there occasionally but they live at Irwin Siding, some distance away where there is a beautiful supply of water. They are employed by the Midland Railway Company and are allowed to camp on the company's property.

The Premier: They are human beings and they ask for a block.

Mr. TROY: If we find that there is any inquiry for the reserve, we can deal with the matter later on. It is not vital and urgent and I suggest we delete the clause.

Mr. WILLCOCK: I oppose the clause. In time Yardarino reserve will be cut up and it is certain that it will not be used by railway men at the present time. They are living away from this portion of the district and if they desired a townsite, I could understand it. The Bill, however, proposes to annul the reserve.

Mr. HOLMAN: We should have more information regarding the annulment of this reserve. We should have information as to how many people are there and for what purposes the land is to be used. The Premier has stated that the people want a football ground and also that they desire to put up a hall. I understand that there are only two or three people who live in the vicinity and the Premier's explanation has been somewhat amazing. We should have some information as to whether there is a desire to have a townsite there and whether this reserve is necessary.

Mr. MALEY: I should like to know whether the local authority has been consulted regarding the annulment of this reserve. There are only half a dozen people up there at most, and a reserve of 120 acres seems to be altogether out of proportion. The land in the reserve is some of the finest in the State.

Hon. T. Walker: Have you made any representations to the department to have the reserve cancelled?

Mr. MALEY: None at all.

The HONORARY MINISTER: Members who have spoken are not fully advised as to the position. There is a Yardarino siding and further on, what is known as Irwin Siding. As Busselton is still known to many people as the Vasse, so Irwin Siding is named on the plans Yardarino. Hon. members will therefore realise that the reserve referred to is to be situated where the member for Mt. Magnet and the member for Geraldton say it is preferable one should be established. It is the people to whom those members have referred as living at Irwin Siding who have actually asked for the reserve. I do not know why this particular reserve was set aside for water purposes. The residents have asked that a townsite should be declared and that it should be situated at Irwin Siding, which is called Yardarino. They ask that this townsite be surveyed and that the blocks be made available. They have also asked for 11 acres to be set aside for recreation and a hall. This cannot be done unless the Class A reserve is annulled by both Houses of Parliament. The Governor-in-Council has no power to

alter the purpose of a Class A reserve without Parliamentary authority.

Mr. MALEY: Why declare a townsite? What these people want is a recreation ground.

The HONORARY MINISTER: They want a townsite too.

Mr. MALEY: It is not likely to be required.

The HONORARY MINISTER: It is required and they have a right to it. The member for the district, Mr. Gardiner, supports the request.

Mr. TROY: If the explanation of the Honorary Minister is correct, the confusion has arisen because the Yardarino reserve is not at the Yardarino siding. The Yardarino that I know is a siding a considerable distance from the Irwin.

The Honorary Minister: That can be seen from the map.

Mr. TROY: At the Irwin there is a number of settlers and an abundant supply of water. If this reserve is at the Irwin siding, I have not the same objection.

Mr. WILLCOCK: I do not object to railway employees getting a little ground, but it should hardly be necessary to make 120 acres available for three men. I do not know whether this area has been reserved for boring for coal.

The Premier: I wish they could get coal there.

Mr. WILLCOCK: It is right on the Irwin river. Members always require exceptionally good reasons before consenting to annul a Class A reserve. Why was this land declared a Class A reserve?

The Honorary Minister: All I know is, it was made a Class A reserve for boring for water.

Mr. WILLCOCK: We must assume that there was some good reason.

The Honorary Minister: We cannot give the reason why it was made a Class A reserve, but we can give very good reasons why it should not continue to be a Class A reserve.

The Premier: They thought that water could be obtained on it, but failed.

Mr. WILLCOCK: There are many water reserves which are not Class A reserves. The Minister would be well advised to report progress and find out why this was made a Class A reserve.

Mr. MALEY: On this reserve there is plenty of water without any boring. The Irwin spring contains some of the best water on the Midland line. It has been suggested that this spring and the spring at Irra Gully near Mingenew might be utilised to supply Geraldton. This reserve is actually at the Irwin siding where there is considerable settlement, and a recreation ground is doubtless necessary, but if we annul this reserve and do not retain a sufficient area for water purposes—

The Premier: There is no water on this reserve.

Mr. MALEY: If that is all the information Ministers have, they should seriously consider the suggestion to postpone the clause.

The PREMIER: If the hon. member can say definitely that there is water on the reserve, his suggestion would be worth considering. I do not want men to continue living inside the railway fence when they might be living on this land under decent and comfortable conditions. It is ridiculous to talk of taking water from there to Geraldton, a distance of 40 or 50 miles. It is extraordinary that this reserve should have made a Class A reserve, but Class A reserves can be very easily made; all that is required is for the Minister to sign an Executive Council minute. This land was reserved for water purposes and there is no water. It will not be given away, but it will be a convenience to these people to have a recreation ground and land to live on.

Mr. Troy: Where is the correspondence regarding it?

The PREMIER: The hon. member may see all the correspondence. If this spring, which is to supply Geraldton with water, is on any portion of the reserve, I will undertake to make it Class A and place it under the control of the Geraldton people if they will lay the pipes.

Mr. Troy: It may come to that yet.

Mr. Maley. Have you consulted the Irwin road board?

The PREMIER: The road board is always consulted. The member for the district has been discussing this matter for months.

Mr. Lutey: A show ground is marked on the map.

The PREMIER: But shows are not held there. It must have become a Class A reserve by mere accident, and it is not necessary that it should remain so. It is not needed for Class A purposes, but it is required for the convenience of these men who are living inside the railway fence.

Mr. HOLMAN: We have heard a great deal about this being a reserve for "water and Government requirements." What are the "Government requirements"?

The Premier: Water.

Mr. HOLMAN: The Honorary Minister saw that the reserve was for water, and, because there was no water on it, he said, "The Government do not want this reserve for water."

The Honorary Minister: We want it for a township.

Mr. HOLMAN: Neither the Premier, who introduced the measure, nor the Honorary Minister, knows anything about the matter. It would be just as well to admit that fact, and report progress. One Minister has said that the reserve is wanted for a football ground; but there is a show ground and recreation reserve of 27 acres just on the other side of the road from this reserve.

The Government do not produce the file bearing on the matter, and the file is especially necessary because the Premier and the Honorary Minister are alike unable to give any information. Government reserves for townships are to be found all over the State. The more the Premier speaks about this matter, the more evident does he make the fact that he knows nothing about it. The annulment of a Class A reserve without some very good reason first being given for that course is a very bad principle. I move—

That progress be reported.

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

Ayes	..	..	..	10
Noes	..	..	..	18

Majority against .. 8

#### AYES.

Mr. Angwin	Mr. Maley
Mr. Chesson	Mr. Walker
Mr. Holman	Mr. Willcock
Mr. Hudson	Mr. Wilson
Mr. Lutey	Mr. Lambert

(Teller.)

#### NOES.

Mr. Angelo	Sir H. B. Lefroy
Mr. Broun	Mr. Mitchell
Mr. Brown	Mr. Nairn
Mr. Draper	Mr. Pickering
Mr. Duff	Mr. Plesse
Mr. Durack	Mr. Teesdale
Mr. George	Mr. Veryard
Mr. Harrison	Mr. Willmott
Mr. Johnston	Mr. Hardwick

(Teller.)

Motion thus negatived.

Clause put and passed.

Title—agreed to.

Bill reported without amendment, and the report adopted.

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

#### BILL—STAMP ACT AMENDMENT.

Introduced by the Premier, and read a first time.

#### Second Reading.

The PREMIER (Hon. J. Mitchell—Norham) [6.14] in moving the second reading said: This Bill proposes various amendments of the Stamp Act. In the main, it is a Committee Bill. Firstly, it proposes that where a mortgage is given for an unlimited amount, as is frequently done in connection with banking business, additional stamps may be affixed to the mortgage instrument for each additional advance made under it. For every £100 advanced a mortgage must bear stamp duty to the value of 2s. 6d. The affixing of



additional stamps, proposed by this Bill, will have to be done immediately an additional advance is made. When a bank's customer signs a mortgage to the bank in respect of an advance of, say, £500, he frequently signs for an unlimited amount. The stamp duty affixed to the mortgage for the first £500 would be 12s. 6d. Then, if the customer wants another £100 advanced to him, he must, under the law as it stands, sign another mortgage, which means a certain amount of expense and inconvenience. Under this Bill, if it passes, additional stamp duty for the further advance of £100, or whatever the amount may be, could be affixed to the original mortgage instrument.

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

The PREMIER: Before tea I told the House that, under the Stamp Act on a mortgage which is for an unlimited amount, duty stamps are affixed which determine what that amount shall be. I ask the House to agree that those stamps may be affixed from time to time to bring up the limit to the amount of the loan. When a man goes to a bank and borrows £500, the Stamp Act says the security must be supported by a stamp valued at 12s. 6d. He makes it up to 12s. 6d., and when he borrows another £100 I ask the House that a further duty stamp of 2s. 6d. be affixed. This will obviate the need for a second mortgage. It can only be of advantage to all concerned, to the man who gives the mortgage and to the bank which takes it.

Mr. Pickering: Will not that reduce your revenue?

The PREMIER: No, under the clause the stamp sold must be affixed when the additional advance is made, just as an original document must be stamped. It will not interfere with revenue. It is a reasonable provision and one which ought to be readily agreed to. There can be no reason for compelling a borrower to go to unnecessary expense. As the Act now stands, he must go to unnecessary expense if he wishes to increase his loan. There is in the Bill another clause which provides that when a draft is drawn upon some person in Western Australia by some person outside of Western Australia, before it is presented for acceptance it must bear a duty stamp. To-day the Act provides for the stamp duty on foreign bills to be affixed before the payment of the draft. It is suggested that these stamps ought to be affixed before the draft is accepted. In 1918 the stamp duty on conveyances and transfers was increased from 10s. to £1. This only continues to June, 1921. We ask now that it be continued until 30th June, 1924.

Mr. Hudson: You require a new Stamp Act. Why make the period so long?

The PREMIER: We shall certainly have a consolidating Stamp Act very soon. I have no objection to reducing the period.

Hon. W. C. Angwin: Why not make it permanent?

The PREMIER: I do not think it should be made permanent. Then there is a clause legalising the handing over of cheques and other documents at a clearing house from bank to bank. Of course they do not give a stamped receipt now; nor should they. The bank receives cheques and documents drawn on another bank and makes an exchange through the clearing house. The receipt is not stamped now. This clause merely legalises the practice.

Mr. Lambert: If one bank is handing money to another bank, is not a stamped receipt given?

The PREMIER: No, certainly not; it is merely for the convenience of the public. Who would pay for the stamp on a clearing document?

Mr. Lambert: But suppose money is drafted.

The PREMIER: All these things have borne stamp duty once. Every draft, every cheque is stamped. We must be careful not to unnecessarily penalise those engaged in trade. It would be ridiculous to suggest a stamped receipt for a document of that sort. There is another provision. To-day wages up to £5 per week are exempt from stamp duty. We propose that piece work also shall be exempt from stamp duty where the earnings are not more than £5 per week. Hon. members know that many people are engaged in piece work jobs, which are really wages jobs.

Mr. Chesson: Or small contracts.

The PREMIER: No, but piece work where the money earned is not more than £5 per week. We bring them into line with ordinary wages conditions. Again, to-day any money given for patriotic or charitable purposes, the result of an appeal is exempt from stamp duty. I propose that such money shall be exempt from stamp duty whether the gift is the result of an appeal or not. Another provision refers to the case of a transfer of a mortgage, which may be for £10,000, being given by way of security for, say, £1,000. Under the existing law the stamp to be affixed to the document which is intended to secure the advance of £1,000 must be at the rate of 1s. per cent., or a total charge of £5. If it were an ordinary mortgage it would be at the rate of 2s. 6d. per £100. The Act says the stamp duty shall be calculated at the rate of 1s. per £100 on the original mortgage. That is obviously unfair. If a man wishes to borrow against security he should not have to pay more than he would pay if he were giving an original mortgage against property. Again, to-day if money is paid into a bank to the credit of a third person, the bank must stamp the receipt. The obligation is upon the bank. I think that obligation ought to be, not on the bank but on the man discharging the debt.

Mr. Hudson: Under the usual policy the person receiving the money would pay the stamp duty.

The PREMIER: But this is provided only if the other man is paying into a bank.

Hon. T. Walker: Why?

The PREMIER: Both interjectors are lawyers. If, as they do, they go to lodge a bank claim, received on behalf of a client, it will be an obligation on them to stamp the receipt, which the bank gives them. The Bill empowers them to deduct the cost of the stamp from the money paid in. If you pay in an amount requiring stamp duty of £1, the Bill says you may deduct that amount from money paid in, and that the stamp on the receipt, together with the amount for which the receipt is given, shall be a discharge. It is so easy for a man paying in to deceive the bank, if the bank, and not the man who pays in the money, is responsible for the stamp duty. That is wrong. Of course this applies only if the amount is paid in to discharge a debt.

Mr. Nairn: Does that mean in discharge of a debt only?

Hon. T. Walker: How are you to distinguish between the discharge of a debt and a mere transference?

The PREMIER: If a man were handing in an amount at the bank for his own credit he would not have to stamp the receipt. It is only where a debt is being discharged that the stamp shall be affixed to the receipt.

Hon. T. Walker: But how are you to make a distinction at the bank?

The PREMIER: Somebody must take the responsibility of stamping the document. We can make anybody responsible. At present the man who receives the money is responsible for stamping the receipt.

Mr. Hudson: That is the general policy of the Act.

The PREMIER: Yes. All that we do is to fix the responsibility on the man paying in the money. He is given the right to deduct the stamp duty from the amount. If it is convenient to the party discharging the debt to pay into the bank, then we say he must affix the stamp and the amount can be deducted. By those means we fix the responsibility. If he likes to take the amount direct to the creditor, of course the creditor will give him a receipt. How can the bank tell whether a man be really in the employ of a customer, or whether he is discharging a debt? I do not see how we can expect the bank to discriminate, and I have had some banking experience. This will give us probably more revenue and will fix the responsibility where it should be fixed. We could not possibly charge a bank with carelessness. No doubt the tellers would have done their best. There is another clause in the Bill which will no doubt interest the member for Yilgarn (Mr. Hudson). We provide that where money is received on behalf of the client, or where a man asks an agent to collect for him, a receipt is given in the first instance, it may be for a considerable sum of money. That is to be the only stamped receipt in connection with

the transaction. Say a solicitor collects £1,000 on behalf of a client he must give a receipt when he gets the money and that receipt must be adequately stamped, but when he pays over the money to the client we say that a penny stamp will suffice.

Hon. T. Walker: Why a penny stamp? It cannot be for revenue purposes.

The PREMIER: Merely in order that there may be a check. I do not think that double duty should be levied in these circumstances.

Hon. T. Walker: You certainly should not demand a penny stamp when the money is paid over by the lawyer.

The PREMIER: There is another clause which will give the right of appeal against assessments of duty by the Commissioner. This provision is found in every other Stamp Act in Australia. Whilst we think that we have a clear and simple law, and a law that anyone can administer, it is a fact that there is a good deal of trouble about the administration of the Stamp Act.

Hon. T. Walker: You go to Mr. Black, in the Treasury, or the Taxation Department, and from him to the Commissioner, and then perhaps back again to him.

The PREMIER: The exercise is good for you.

Hon. T. Walker: It may be for me but not for the client.

The PREMIER: Some extraordinary things can happen under the Stamp Act. A case came before me recently where carbon copies were taken of an agreement. The original was signed, of course. Under the Act each copy must bear a stamp. People who take agreements do not know of this and if they were compelled to pay under the law, it would mean a great deal of money, apart, of course, from a considerable sum for fines. In any case it was never intended that carbon copies should be stamped. Under the Act there is no chance of appeal. I do not suppose anyone will object to that clause, because these stamps run into big figures. I move—

That the Bill be now read a second time.

On motion by Hon. T. Walker, debate adjourned.

## BILL—PUBLIC SERVICE ACT AMENDMENT.

All stages.

On motion by the Premier, Bill introduced and read a first time.

Message.

Message from the Governor received and read recommending the Bill.

Second Reading.

The PREMIER (Hon. J. Mitchell—Northam) [7.55]: This Bill provides for an increase in the salary of the Public Service

Commissioner from £350 to £1,000. The salary of the Commissioner was originally fixed 15 years ago when the work was much lighter than it is at the present time. Even before the death of Mr. Jull the advisableness of increasing the salary attached to this office was under consideration, but in consequence of the war, nothing was done. The duties of the Commissioner have increased to a considerable extent. There are more men employed in the service, but apart from that, the Commissioner has to deal with questions of salary and many others. There is a great number of employees in the civil service and it is right that Ministers should not everlastingly be discussing questions that arise out of the employment of these people. Some little time back so many questions arose that it was found necessary to appoint assistants to the Commissioner. There are numerous matters which require attention. For instance, if a man is injured, investigations must be made in regard to what ought to be done; the man's position or the position of his family must be inquired into. These and many other details cannot be attended to by Ministers.

Mr. Pickering: How long has the present Commissioner filled the position?

The PREMIER: Four years. There are many in the service who are entitled to consideration as well as to some extent protection. The functions of the office have increased considerably in recent years and the present occupant of the post, since he has filled it, has proved himself to be a capable and in every way suitable officer. He is fair to everybody and is well able to judge what should be done. The salaries paid to occupants of similar positions in three of the Eastern States are greater than the salary paid in Western Australia. In Victoria the salary of the Commissioner is £1,250, in Queensland—it is a new appointment there—the salary is £1,250 with a maximum of £1,500 and in New South Wales, where they do things better than in any other State, the chairman of the board of three Commissioners receives £2,500, and the other members receive £1,500 each. The duties of the Public Service Commissioner are difficult and arduous, and at times they are certainly not at all pleasant to perform. A man needs to be experienced to be able to do the work and unless he does the work well, endless trouble must follow. I have recently had 18 months experience of the present Commissioner and before that I had an experience of a few months of his work, and I can honestly say that he has discharged the duties of his office in an entirely satisfactory manner. I move—

That the Bill be now read a second time.

Hon. W. C. ANGWIN (North-East Fremantle) [8.0]: The present Public Service Commissioner is a first class man. When the

appointment was made I knew of no officer in the service better able to fill the position. As things are, however, in the public service, we scarcely know where we are. The Commissioner has two deputy Commissioners.

The Premier: Temporarily.

Hon. W. C. ANGWIN: They have been temporary for a long time.

Mr. Nairn: They will be there for the next five years.

Hon. W. C. ANGWIN: Then we have a third commissioner. The under secretaries of departments are apparently not wanted at all; they are put into the office of the Commissioner. Mr. Trethowan has lately been appointed to another position.

The Premier: He is only acting.

Hon. W. C. ANGWIN: There are many boards appointed to fix certain matters.

The Premier: We have always had the Civil Service Appeal Board.

Hon. W. C. ANGWIN: They were appointed to fix the conditions, and now they fix salaries, travelling allowances and all other allowances. Travelling expenses and living expenses have gone up considerably, and salaries are less to-day than they were four years ago owing to the increase in the cost of commodities. We should, therefore, be just to officers in the service. It would be better if we had one board to deal with the whole position. At present we have boards to fix salaries, other boards to review the salaries fixed, and we have continual turmoil from Monday to Saturday from one end of the service to the other.

The Premier: There is no doubt about that.

Hon. W. C. ANGWIN: Much of this turmoil and discontent is caused by these boards. Good as the Public Service Commissioner is he will never give satisfaction to all; he must do what he thinks right for all concerned. There is no doubt his salary could be increased. He receives less than commissioners in the other States do. If he receives this increase he may be more content in his position, and may be inclined to deal more leniently with some who are in a lower paid position.

Mr. PICKERING (Sussex) [8.4]: I am with the Government in their desire to remunerate the Public Service Commissioner at a higher rate, but would draw their attention to the grave financial position we are in. In addition to the Commissioner himself there are three or four assistant commissioners. I should like an assurance from the Premier that this sort of thing will be curtailed. It is the general wish of the House that there should be re-organisation in the civil service, but instead of that increases are taking place. If we pass this Bill we should receive an assurance that there will be a re-organisation of departments and a reduction instead of an increase.

Hon. T. WALKER (Kanowna) [8.5]: The Premier said that in New South Wales they

did things very much better, that they had three commissioners, and that all were well laid. This caused me to wonder why in bringing down this brief measure to justly raise the salary of the Public Service Commissioner the Government did not bring in the reform which is so admittedly good, as indicated by the Premier. For the peaceful working of the public service we require more than one man, more than the simple will of one man.

Hon. W. C. Angwin: We have several.

Hon. T. WALKER: All the others are irresponsible, so to speak. They are temporarily put into the position. The member for North-East Fremantle suggests that the Commissioner has two assistants. By the prolongation of their temporary employment these two assistants have become almost permanent. We have boards appointed here and there, and inquiries here and elsewhere, and there is up end to the expense. We are not saving money to the State by having one man as the nominal head, as Mr. Simpson is, and paying him poorly. Here is an opportunity for reform. We should imitate the example of New South Wales.

Mr. Pickering: Only in that respect?

Hon. T. WALKER: And in many others that are good. In some respects we might be able to teach New South Wales. It would be a good thing to follow them in the selection of commissioners. We cannot expect one man to have a full and complete grasp of the varieties of work in connection with the civil service. There are the professional and clerical divisions. One man may be excellent in his judgment as to the standard of employment required for the clerical division, but may have neither knowledge, sympathy, understanding, nor conception about the professional side.

Mr. Harrison: There is a constant increase of departments.

Hon. T. WALKER: It is one department.

Mr. Harrison: We have boards by the score.

The Premier: The I.A.B., for instance.

Hon. T. WALKER: One man has to take the full responsibility for the adjustment of all the changing circumstances of the civil service. No one man can give satisfaction even to himself, let alone to the service.

Mr. Hudson: That argument applies with equal force to the Commissioner of Railways.

Hon. T. WALKER: Yes, and the principle has been admitted in his case.

The Minister for Works: But not put into practice, as it should be.

Hon. T. WALKER: No. The Minister for Works has some knowledge of that service. What applies to the railways applies to the civil service. There are just the same complications in that service as in the civil service. We ought to tackle the question fairly. I shall probably be told that we ought to have some consideration for the exchequer.

Hon. W. C. Angwin: We ought not to have all these appeal boards.

Hon. T. WALKER: Not only should we get rid of these temporary assistant commissioners who come spasmodically into play, but we should get rid of all these boards and inquiries which cost so much money. We should have a head commissioner and pay him a good salary, and two other commissioners also paid good salaries, thus making them independent of social influences without. This would save the State immense sums of money. It would also dispel discontent by bringing about a better adjustment of things, and better conduct of the service would come.

The Minister for Works: You will never do it in a creation of cats.

Hon. T. WALKER: Not unless human nature undergoes a change, but we can do a great deal towards it. There is less friction in a service where three commissioners hold sway. This is an important factor. There is better management and a more general spirit of contentment in those railway services where three commissioners have charge. Three commissioners are not a repetition of the same mind. Each becomes an adept in one particular branch of the service, and attends to that particular branch.

The Minister for Works: You get more respect paid to the decision of three commissioners than you do to the decision of one.

Hon. T. WALKER: That is human nature. There is always more wisdom in three men conferring upon a problem that comes before them. They can give a better and more sound decision by a comparison of views than one individual can spontaneously give. There is more likely to be a just decision with three men tackling the matter. My object is to do away with all boards, always leaving the right of appeal even from three men. There should never be an absolute closing of all the doors for appeal in a provable wrong.

Mr. Johnston: Does that apply to the Land Tax?

Hon. T. WALKER: To all acts. One should always be able to appeal against an injustice. That principle is one that the British race prides itself upon. We should be able to improve the administration of the civil service and bring about more contentment if we had three commissioners instead of one, and paid them all a good salary. I shall vote for the second reading of this Bill. The salary the commissioner has been receiving is a ridiculously low one for the responsibility attached to his office. We cannot expect to have good service if we only give poor pay. A person working with a knowledge that he is being imposed upon by the State, is not able to give of his best in the interests of the State. If we reward services in a niggardly manner those looking after our interests will feel that they are ignored.

The Minister for Works: Does the same argument apply to the legislation which is brought forward here?

Hon. T. WALKER: In some instances. The Minister himself has a sense of his responsibility and the honour and pay which he receives make him use his utmost endeavours to merit what the country has bestowed upon him. So it is with others. Pay a man meanly and we must expect a mean return.

Hon. W. C. Angwin: We are paid meanly but we give of our best.

Hon. T. WALKER: But we are not quite ordinary men. I draw the attention of the Minister to the necessary improvements I have suggested, and I hope that if the present Government come back—of course I hope they do not come back, but that there will be a shifting in places on the floor of the House—or whichever Government come back, these necessary improvements, both in the interests of the State and in the interests of the commissioners, will be given effect to.

.. Question put and passed.

.. Bill read a second time.

#### In Committee.

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

Clause 1—agreed to.

Clause 2—Amendment of Section 87 of the principal Act:

Mr. PICKERING: I would like the Premier to give some reply to the remarks which have been made regarding the appointment of these commissioners.

The PREMIER: I think the hon. member said that we were building up a department round the Public Service Commissioner. The Act provides that the Public Service Commissioner has to be assisted in carrying out the work of reclassifying the service. Occasionally, but not very often, the whole of the service is reclassified. That is being done at the present time, and that is why the two assistant commissioners have been appointed. The hon. member knows what that work means. An appeal board has been established which will deal with appeals from the classification.

Mr. Pickering: You do not think that there is necessity for three commissioners permanently, do you?

The PREMIER: I think it might be a good thing if we get the right men who could devote their time to the departments. It is certainly necessary to have more than the Public Service Commissioner himself at the present time.

Clause put and passed.

Title—agreed to.

Bill reported without amendment and the report adopted.

Read a third time and transmitted to the Legislative Council

#### BILL—TRANSFER OF LAND ACT AMENDMENT ACT.

All stages.

Introduced by the Attorney General and read a first time.

#### Second Reading.

The ATTORNEY GENERAL (Hon. T. P. Draper—West Perth) [8.23] in moving the second reading said: This is a short Bill to amend the Transfer of Land Act. It is introduced for the purpose of economy. The Commissioner of Titles has brought under the notice of the Government the fact that by this simple amendment a good deal of work can be saved and also a considerable amount of expense. Under Section 87 of the present Act when a transfer of land is made of the whole of the land comprised in the certificate, the transfer can be endorsed on the original certificates kept by the Lands Department, a like endorsement made on the duplicate, and the duplicate handed to the transferee. An exception, however, was made when the Act was passed which provided that in the case of a title dealing with tenancy in common, when it was created or cancelled, the original certificate was kept in the department and cancelled, and a fresh certificate was issued. It is the issue of this fresh certificate which causes extra work and additional expense. After experience of the working of the Act for many years, it has been found that there is no necessity for this exception. I desire to do away with the exception and the effective clause which will achieve this object is Clause 2 of the Bill. I move—

That the Bill be now read a second time.

Mr. HUDSON (Yilgarn) [8.26]: I agree with the Attorney General that the passage of this Bill will effect economy, both in work and expense, but I would like to have from the Minister before the measure is passed, information from those who are really administering the Act in the Titles Office. I take it from the explanation of the Minister that his information has come from the Commissioner himself. The Commissioner has not been actively engaged in conducting the affairs of the Titles Office and, while I have every respect for his opinion, I think that we should have some information from those who are actually carrying on the work. It is quite possible that the Commissioner may be influenced by considerations of economy, whereas those actually working in the office may have views regarding the necessity for keeping this exception in the Act. The exception is contained in the existing Victorian Act, and in other measures as well. In the body of the title, the right of the owner is expressed, and it is in that portion that the tenure is given of the property. If the title is altered by the endorsement, it may lead

to complications. It is hardly in keeping—I give this opinion off hand, as I have not had much opportunity of looking the matter up—with the intention of the Act, or, rather, I am doubtful whether the title can be properly expressed by an endorsement giving the title to tenants in common apart from the body of the instrument itself. Possibly the Attorney General can give some information regarding this matter before the second reading of the Bill is carried.

Mr. E. B. JOHNSTON (Williams-Narogin) [8.28]: I congratulate the Attorney General on submitting this measure for the purpose of bringing about economies in the department, which is making a profit of over £20,000 a year. I understand that owing to the absence of proper fire-proof buildings and safes a great many records, including those referred to in this measure, are being stored to-day under the present Supreme Court buildings. I would like to know whether the Government propose to construct proper fire-proof buildings for the storage of these documents.

The Minister for Works: The matter has been fully considered.

The ATTORNEY GENERAL (Hon. T. P. Draper—West Perth—in reply) [8.29]: The member for Williams-Narogin was given information regarding this matter upon the discussion of the Estimates. The Government are fully aware of the position regarding the Lands Titles Office at the present time, and are fully cognisant of the unsatisfactory condition of affairs there.

Hon. T. Walker: It was overcrowded five years ago.

The ATTORNEY GENERAL: I cannot speak with experience on what was the position five years ago, but it is undoubtedly overcrowded now. The position will be remedied as far as the finances will allow. This matter has been the subject of correspondence between myself and the Public Works Department for some time, and if members could see that correspondence it would be interesting to them.

The Minister for Works: Members would not require matches to light cigars if they got hold of that correspondence.

The ATTORNEY GENERAL: The point raised by the member for Yilgarn is no new matter. Reference was made to it on the files before I had anything to do with the department, and I will say that I have every confidence in the recommendation made by the Commissioner of Titles from his knowledge of the working of that office extending over a good many years. He makes a recommendation and I do not know that it would be incumbent on me, or proper of me, to go behind a recommendation made by him as head of that department. It has been said that no alteration has been made in the Acts

in the other States. I think that is correct, but I do not know that that is any reason why we should not make an alteration. I believe that no inconvenience will be caused by this alteration. A tenant in common is entitled to obtain a separate certificate as regards his interest and that separate certificate should show what his interest is. So far as he is concerned, there will be no difficulty.

Mr. Hudson: He could get it now if he wished.

The ATTORNEY GENERAL: No doubt he will. It might have been thought awkward originally to have all the endorsements made on titles transferred by two joint tenants to tenants in common by reason of it not being a straight-out ownership, and that it was better, where a transfer was made, to destroy the original certificate and issue a fresh one. From a practical point of view I know of no objection. If the member for Yilgarn (Mr. Hudson) can point to an objection, I am prepared to consider it.

Mr. Hudson: I only suggested the possibility of one.

The ATTORNEY GENERAL: I cannot imagine any.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Read a third time and transmitted to the Council.

## BILL—LAND TAX AND INCOME TAX.

Read a third time and transmitted to the Council.

## LOAN ESTIMATES, 1920-21.

In Committee of Supply.

Resumed from the 1st December; Mr. Stubbs in the Chair; the Colonial Treasurer in charge of the Vote.

Vote—Departmental, £56,917:

Hon. W. C. ANGWIN (North-East Fremantle) [8.39]: Members will notice that a very large amount is provided in this year's Loan Estimates. Whether it has anything to do with the forthcoming general elections, I am not in a position to say.

The Minister for Works: Nothing like that.

Hon. W. C. ANGWIN: When we look through the Loan Estimates, we realise that it is difficult to find one electoral district for which something has not been provided, and there is a possibility of anyone coming

to the conclusion that the Estimates have been prepared in such a way that members can go to their constituents and point out what the Government intend to do for their particular districts.

The Minister for Works: You acknowledge that we have been very impartial.

Hon. W. C. ANGWIN: I admit that there is something for every member. This might be all right for members, but we have to ask ourselves whether it is all right for the State. We are sent here to take charge of the expenditure, that is when we have an opportunity, but, unfortunately, we have had very little say in the matter for some years past. However, we are supposed to take charge of the expenditure and see that it is applied in the best interests of the State. With the exception of one year during the regime of the Labour Government, the amount provided on these Estimates is larger than that provided in any year during that period. In 1911-12 the amount expended by the Labour Government was a little larger than the amount provided on this year's Estimates, but we were in a peculiar position at that time. Parliament had been elected the year before, and the Government in that year had passed a very large number of railway measures. The Government of the day provided something for members to place before their constituents, just to show what the Government intended to do if they were returned to power.

The Minister for Works: That must be an old dodge.

Hon. W. C. ANGWIN: Yes, and the Minister knows all about it. This is not the only House that does such things. Never before in the history of this Parliament were so many new railways authorised as in the session prior to the general elections of 1911, but the people saw through the Government's intentions, and they did not exhibit confidence in the ability of the Government to carry out the works proposed.

The Minister for Works: We were caught napping.

Hon. W. C. ANGWIN: There was no napping about it. The Government fixed the time for the elections and everything else, but a change of Government took place. The Labour party came into power and, as we always believe in carrying out the promises made to electors, we realised that it was our duty to see that the promises made for the construction of a large number of railways were fulfilled. Consequently, the Labour Government had to spend in 1911-12 a very large amount by way of loan moneys for railway construction. The same thing applied in the following year. Not only had we to provide a large sum for railway construction, but we had to find a very large amount to put our existing railways into proper working order. I could give the reason why it was necessary to do that.

The Minister for Works: I left them all right.

Hon. W. C. ANGWIN: I do not wish to reflect on the Minister. I believe that he left the railways in perfect condition, but it was said that by a change of commissioners it would be possible to save a large sum of money.

The Minister for Works: That is right.

Hon. W. C. ANGWIN: Between the time the hon. member left the railways and the time when the Labour party took office, the railways went to rack and ruin, and it cost three millions of money to put them in proper order and to equip them adequately with rolling stock. In 1917 the loan indebtedness of this country amounted to £39,139,676. We were told by the then Opposition, both outside and inside the House, that owing to our reckless and extravagant expenditure of loan moneys, the loan expenditure for many years to come would have to be cut down to about one million sterling if the State was to escape bankruptcy. Gentlemen who have since become Treasurers made those statements. But now we find the loan indebtedness increasing considerably. On the 30th June last it amounted to £46,822,003. That is the effect of the administration of Governments who, when in Opposition, said that Western Australia could not go on if the regime of the Labour Government continued. They claimed that their business acumen would enable the State to carry through without a loan expenditure exceeding one million pounds per annum. But they increased the loan indebtedness of this State by £7,682,327 in three years. When the State was on the verge of bankruptcy, as we were told, in 1916, the indebtedness per head of population was £109 19s. 9d. At the end of this financial year it was £119 13s. 3d., showing an increase of £9 13s. 6d. per head. The Loan Estimates placed before us to-night will probably increase that indebtedness by another £4 per head of population.

Mr. Brown: The new immigration will meet that.

Hon. W. C. ANGWIN: I may be pessimistic, as I have been told; but I believe that immigration will not come largely for some years. There is a ship on the high seas now bringing immigrants to Western Australia. That ship is able to carry 1,250 passengers, and reports were published that she would bring us 1,000 immigrants. I challenge contradiction when I say that there are not more than 700 immigrants for Western Australia on board that ship. We engaged 1,000 berths on board this specially chartered steamer for immigrants, and we were not able to fill them. According to information which has reached me from a reliable source, we have not 700 immigrants on board that steamer. I regret very much that the flow of immigrants is not so large as we anticipated, for we need additional population to assist us with regard to our indebtedness. If the Labour Government had increased the indebtedness as the numerous Governments

since 1916 have done, they could not have been condemned for doing so, because the Labour party realised the necessity for the expenditure of loan moneys in a State like this, requiring to be developed. They realised that it was impossible to get the necessary moneys for developing the State except by means of loans. But our friends opposite condemned us in every alley of Western Australia for our expenditure of loan moneys. They said the State could carry on without any large loan expenditure, and must carry on without any loan expenditure. They said, "The only chance of safety for Western Australia is to put the Labour party out of office, and put us in, when everything in the garden will be lovely." But our loan indebtedness increased last year by £3,184,927. What a cry there was when the Labour party spent three millions of loan money in a year? The numerous Governments which have held office in this State since 1916 have not erected a single monument to their memory with the exception of the Bunbury Harbour Works, which, however, had been started before the Labour Government went out of office. The question of soldier settlement I dealt with on the Annual Estimates. I may, however, here express my opinion that the money spent on soldier settlement would have served a better purpose if it had been devoted to clearing land and building homes in new areas, instead of to the purchase of farms already established. Though it might have been of advantage to the soldier settler to be put on an established farm, the putting of him there removed another settler; and in many cases that settler left the State.

Mr. Johnston: But the soldiers did better as it was.

Hon. W. C. ANGWIN: I do not think the soldiers would have worried much so long as they had proper farms to go upon. If the Discharged Soldiers' Settlement Act had been amended as we on this side desired, farms could have been obtained for the soldiers near to existing railways, obtained on land which has never been improved. As hon. members are aware, there are hundreds of thousands of acres along our railway lines utterly unimproved.

Mr. Harrison: Where?

Hon. W. C. ANGWIN: Up and down. Along the Wongan Hills line and the South-Western line. In the hon. member's district. I do not necessarily mean immediately alongside the railways, but not far from the railways. That is the case in the hon. member's district.

Mr. Harrison: You are making a mistake as regards the electorate.

Hon. W. C. ANGWIN: No. The trouble is that people have taken up 2,000 and 3,000 acres of land while they were in a position to finance only 1,000 acres. Many unused areas could have been taken from the present owners, subject to compensation, and handed over to the soldiers at low prices, if the Discharged Soldiers' Settle-

ment Act had been framed as the Labour party desired. But, of course, our proposal did not suit. It was fair to the country and fair to the soldier, but it was not considered fair to the man who had jumped in at an early date and collared the land. Glancing through these Loan Estimates, I find expenditure proposed for almost every part of the State. There is one item of expenditure, however, to which I personally take decided objection at this juncture. The State cannot afford to extend or duplicate tramlines in Perth just now.

Members: Hear, hear!!

Hon. W. C. ANGWIN: Particularly there ought not to be duplication of lines when the cost of material is so high.

Mr. Maley: And that is not the only reason, either.

Hon. W. C. ANGWIN: If the prices of material were reasonable and had a falling tendency, I would say, "Construct the tramways by all means." But in view of the extremely heavy increases in the cost of all construction materials, the Government ought to pause before embarking on such expenditure. In 1914 a mile of tramway, complete, could be built for approximately £3,800. To-day the cost is nearly £12,000. One could construct almost six miles of railway in the country for the cost of one mile of tramway in the city.

Mr. Pickering: We will have the railways.

Hon. W. C. ANGWIN: Moreover, the Government intend not merely to extend the Perth tramway system—this is only to a slight extent—but to duplicate existing tramway lines. These works could be put off for a time until there is a possibility of getting cheaper material. What does a little congestion in front of the Weld Club matter, when it saves duplicating the track and the putting in of a loopline? What does it matter in other parts of the metropolitan area to put up with the little inconvenience of a single line of track, in order to avoid the high cost of materials? Material is falling, and rails have dropped £7 per ton during the last month or two.

The Minister for Works: That is not my experience.

Hon. W. C. ANGWIN: I have seen two lists during the last three months showing that rails have fallen from £44 to £37. We could defer this expenditure until the price has further eased. It might cause a little inconvenience, but it is our duty to put up with that inconvenience until material is cheaper. The Premier said he would have to pay 6½ per cent. for the loans he intended to raise for the works provided on the Estimates. Any expenditure incurred to-day which is not of urgent necessity will have to carry that 6½ per cent. for the next 30 or 40 years.

Mr. Pickering: But you might not get the money any cheaper if you waited.

Hon. W. C. ANGWIN: Would the hon. member be prepared to lend the money at a



lower rate than he could get elsewhere? When we have to pay such a high rate of interest we should be careful about loan expenditure. When all the noise was made about the expenditure of the Labour Government, we were getting plenty of money at  $3\frac{1}{2}$  per cent. Money borrowed to-day will cost  $6\frac{1}{2}$  per cent., where previously it cost  $3\frac{1}{2}$  per cent. Is not that sufficient to give us pause in regard to large expenditure? Nobody can successfully carry out public works paying  $6\frac{1}{2}$  per cent. interest. None but the most urgent works should be carried out. I do not say that railways should not be built in places where people have been urgently requiring them for years past. It is our duty to assist those struggling settlers. I do not say it is not necessary, in the interests of the producers, that some of our harbours should be extended or deepened. Harbours are more necessary in Western Australia than are railways. The nearer a producer can get to a harbour, the better for him. Harbours are far better than railways, because the cost of water transport will in all probability be so much cheaper.

Mr. Harrison: The one is of no use without the other.

Hon. W. C. ANGWIN: No, but there is no necessity to rail produce 700 miles if one can get a market within 30 or 40 miles. No doubt we shall be told the State is all right, that it can carry a large expenditure of loan money, because a sinking fund is there. If hon. members will refer to the returns placed before them some time ago, they will notice that one of our largest loans will fall due in 1927, a loan amounting to £2,500,000. In that loan our sinking fund has been invested to the extent of £700,000. So, in all probability, it will be necessary to sell some other stock in which the sinking fund is invested, either the stock of some other country or our own stock, carrying three per cent. and  $2\frac{1}{2}$  per cent. What is to be the position? This stock will only realise about £62, and if the high rate of interest keeps up, it will not increase in value. In consequence, when our large loan falls due, instead of having £500,000 over the amount, we shall not have sufficient to take up the loan, because the stock has reduced in value. It is true, we have another £500,000 in war loan in England bearing five per cent. and  $5\frac{1}{2}$  per cent. That will assist us if we can get rid of the stock when the time arrives, but when we realise that we have such a small amount in our own stock, we see that we shall have to be careful in extending our loan expenditure. The Premier has repeatedly told us that our loans are all right, that they are well invested. This year, for the first time, have I heard him admit that in respect of the Labour Government. I am pleased to see he is progressing in that respect. But, as the member for Irwin pointed out a few evenings ago, we are relying too

much on our sinking fund. It is a good thing. We have more sinking fund than all the rest of the Commonwealth put together. But the increase which we make year by year to our sinking fund is not the amount which this State is paying. Last year our sinking fund increased by £602,170, but all that the State paid was £314,442. It has been said that the deficit is sufficiently accounted for by the annual contributions to the sinking fund. But, clearly, this is not so. The balance is made up by interest on the total amount of the sinking fund. So instead of our paying such large annual sums for the purpose of wiping out our debts—sums the magnitude of which we have been told is ascribable to the sinking fund which has to be paid on the Labour Government's loans—we are not paying nearly the amount which the people and hon. members are led to believe. The Government this year have exceeded themselves in respect of public roads to be provided out of loan moneys. On our general Estimates and in the Sale of Government Property Trust Account, there were two very large sums for the maintenance of public roads. If we add to them the loan money provided, we have between £80,000 and £90,000 for the purpose this year.

The Minister for Works: I could do with double that amount.

Hon. W. C. ANGWIN: Yes, and the State could do with ten times the amount of loan money. But we have to take the position as it affects us. I know the Minister could do with far more, but are we justified in borrowing it at a high rate of interest? Then there is a large amount for sewerage. Is that necessary in the metropolitan area at the present time?

Mr. Brown: Yes.

Hon. W. C. ANGWIN: When to-day we cannot get sufficient water? Water is more important to us just now than sewerage. Yet there is nothing here for water. Until we can get a proper water supply to afford the people of the metropolitan area sufficient water, sewerage connections should cease, because we cannot have sewerage without water. There should be no more sewerage connections until we get an increased water supply.

Mr. Harrison: The old method of sewerage is very costly.

Hon. W. C. ANGWIN: I am not against sewerage. I am not against connecting up the whole of the metropolitan area, but I say it is useless without water. Yet on the Estimates not a shilling is provided for water in the metropolitan area.

The Minister for Works: There is £97,000 anyhow.

Hon. W. C. ANGWIN: Most of that has been expended already.

The Minister for Works: No it has not.

Hon. W. C. ANGWIN: Yes, I looked at that just now. A lot of the works on that list have been completed for months. No.

provision is here made for water for sewerage purposes. It would be far better for the health of the metropolitan area if all the houses were connected with the sewerage system, but the first essential is water. Again we have had a very large amount of money returned from house connections made with the sewerage system, money borrowed prior to 1916. Why should not that money have been used for the same purpose? But no, it suits the Government better to take that money under the Sale of Government Property Trust Account and relieve their revenue expenditure.

Mr. Harrison: That has been done by previous Governments.

Hon. W. C. ANGWIN: But never to the same extent as during the last two or three years. No previous Government have had the same opportunity for doing it.

The Minister for Works: We will spend it wisely.

Hon. W. C. ANGWIN: I am not saying that the Minister will not spend it wisely, but I say the principle is wrong. I know the Minister watches his expenditure. It is the principle of using loan moneys as revenue to which I object. It is wrong to keep continually going on the money market borrowing for certain works, putting the money into the Property Trust Account, and using it to relieve the revenue, and then borrowing for other works of a similar kind. The system is wrong and is bound to lead to disaster. If we took the loan expenditure and transferred it to Property Trust Account the deficit would be even greater than it is. The works on which loan moneys have been expended should be able to provide interest and sinking fund. I know of course that it is not possible to carry out works entirely from revenue, but we should endeavour as far as possible to keep within limits, and not spend the whole of the loan funds on works which have no chance of providing interest and sinking fund. I agree that the Minister for Works has served every person fairly so far as the Estimates are concerned, but money is dear and we should remember that there is a possibility of a reduction in the price of material. Therefore, we should endeavour to persevere as far as we possibly can with regard to those matters which affect us personally, and stave off the bigger expenditure for a few years until things become normal. If we do not follow this course we shall be putting a halter round our necks.

Mr. PICKERING (Sussex) [9.18]: It seems to be futile for members to adversely criticise the Loan Estimates, because every member is more or less responsible for the amounts which are included on those Estimates.

The Minister for Works: I do not mind your criticism, but let it be constructive criticism.

Mr. PICKERING: I doubt whether there is another member in this Assembly who has done as much as I have to assist the Minister to swell the amount on these Estimates. The electorate I represent has every right to complain of the non-fulfilment of promises which have been made so often and for so long a period. There are many works in that district which must be undertaken; they cannot be postponed indefinitely. I may refer to the Margaret River railway, which has been promised now for a number of years. The district has been without railway communication for 60 years.

Hon. T. Walker: Six thousand years.

Mr. PICKERING: It must be remembered that the south-western part of the State has been difficult to settle, and that it has received scant consideration at the hands of preceding Governments. The works which are mentioned in the Estimates so far as the district I represent is concerned are fully warranted, and therefore I am not going to adversely criticise items the appearance of which on the Estimates I consider is justified. The items refer to works which are essential to the welfare of the district. If we look at the sum total of the Estimates we find that it is £3,641,932. Of that amount soldier settlement claims more than half. No one will quarrel with that, although the member for North-East Fremantle (Hon. W. C. Angwin) has adversely criticised the form of settlement adopted. In the interests of the soldiers themselves I believe that that form was the wisest that could have been followed. Having had considerable farming experience in the South-West, I realise the difficulty which has confronted the Government in connection with clearing operations for returned soldiers. We must remember that for a considerable period the State was denuded of the labour that could have undertaken that work. Since the termination of the war there have been other avenues of employment which have been more attractive than the task of clearing our lands. Anyone who has had anything to do with farming knows that one of the greatest problems in connection with it is the absence of skilled labour.

The Minister for Works: The absence of any sort of labour.

Mr. PICKERING: The Premier has always been an advocate of the policy which I have supported, that of settling virgin lands. We would have preferred that these lands should be prepared for returned soldiers rather than the system that has been followed. We know, however, that that was practically impossible. With regard to the road question, this needs urgent attention. Roads are vital to the railway system if that system is to be effective. Therefore, although the amount on the Estimates may appear to be large, I consider that every penny of it, if judiciously spent, will be of advantage to the people and to the State. I am of the opinion that many more urgent works than that of

tramway extensions could be put in hand. The member for North-East Fremantle referred to the duplication of the line from the Weld Club to the Barrack-street jetty. I realise that that will be an improvement, but as we have put up with the difficulty for so long, the work could have been further delayed without anyone being seriously inconvenienced. There is every indication that there is going to be a crash in connection with the prices of various commodities, and I fear that the immediate future will be pregnant with great difficulties in the way of employment. If the indications are of falling prices, and difficulties so far as employment is concerned, we should congratulate the Government on their wisdom in making provision for works which will absorb our labour when the contingency arises. I very much fear that that contingency is not far distant.

Mr. BROWN (Subiaco) [9.25]: The question of sewerage means that a good deal of money must be obtained, and that nothing in the shape of a return will be forthcoming for a considerable period, in that there cannot be any interest provided until the work has been completed. A water service for flushing purposes must first be provided and main sewers will have to be constructed. We must make a start at some time and it is no use putting off the work from year to year. The electorate I represent has a population of 14,000 people and we have been told that it will take £250,000 to £300,000 to carry out sewerage operations there. I contend that the time has arrived for us to make a start with the work. If we cannot have the whole scheme straight away, the preparatory work should be put in hand without further delay. I hope that from the money which is provided for in the schedule of the estimates, a portion will be devoted to the work of commencing the sewerage works in Subiaco. On the subject of tramways extension, the member for North-East Fremantle strongly objected to the loop to the Barrack-street jetty. He must remember, however, that it is economy to spend money if it is desired to save money in working costs. The same thing applies to the duplication of the line along Rokeby-road from Bagot-road to the park gates. We have one loop along that route and no end of time is lost, while there is also waste in running costs. This will cost perhaps a few thousand pounds but it will be money well spent and the expenditure will result in economy. It would appear to me that the member for North-East Fremantle is against all extensions of the tramway system. The whole spirit of government to-day in connection with the health of the community is to get people away from congested areas and from slum conditions. The only way to do that is to get out into the districts which are close enough to permit of the extensions of the tramway system, yet far enough away to prove of advantage from the health point of view. There are many extensions wanted in

the metropolitan area, and in my own electorate there are a couple that would pay if constructed. I am sure they would return interest and sinking fund from the day they began to operate. In Jolimont there is a population of 2,000 people all of whom would avail themselves of the tramway if it were extended to that district. The duplication of the line to the Nedlands beach is another matter that deserves immediate consideration. The present tramway arrangements are a disgrace. Cars are crowded from morning until night. The population is increasing rapidly and the beach at Nedlands is proving attractive, and the fact that there is not a suitable service is causing a considerable loss of revenue.

The Minister for Works: And inconvenience to the people.

Mr. BROWN: The Government will be justified in carrying out extensions to those places where there is a fairly large population, even with the present high cost of material and labour. The tramway service at the present time is far from being satisfactory, and in spite of the pessimistic utterances, the work of extending the lines to those places where the extensions are required should be put in hand. We want to give people an opportunity to get away from the towns. It is far healthier for them to be in the outlying districts. If we are going to limit the area of residential positions in the metropolitan district to that area covered by the existing tram lines, we shall not fail to have congestion, and an increase in the slum conditions which unfortunately exist in the metropolitan area to-day.

Mr. HARDWICK (East Perth) [9.30]: While congratulating the member for North-East Fremantle on his criticism of the Loan Estimates, I must also congratulate the Government on having placed £87,000 there for tramway extensions. I regret the amount was not doubled. It has been within the knowledge of members within the last 20 years that Fremantle has been spoon fed by the various Governments. Now that a paltry sum has been placed on the Estimates for the development of the metropolitan area, the champion of the port of Fremantle feels a certain amount of jealousy. I believe there is on the Estimates an amount exceeding £40,000 to be spent on the port of Fremantle. We cannot call it a sop, but it is there all the same. In the important electorate of East Perth we could do with another two or three miles of tramway extension. The Perth tramways are not a losing proposition but a payable one. The demands by the suburbs of East Perth, Subiaco, North Perth, and the other metropolitan constituencies upon the public purse have been very small.

Hon. W. C. Angwin: We ran the Perth trams at a loss last year.

Mr. HARDWICK: I cannot take the hon. member's word against the balance sheet, which shows a profit.

The Minister for Works: Of £10,000.

Mr. HARDWICK: If we can get these extensions we are seeking, these profits will be doubled.

Hon. W. C. Angwin: There is no sinking fund provided for; that represents £12,000 alone.

Mr. HARDWICK: We must get this money for the metropolitan area, for we do not know but that the Country party may hold the balance of power next year. We may not get the money at all then.

Hon. W. C. Angwin: I do not object to extensions, but object to their being made now because of the cost of material.

Mr. HARDWICK: When will it become cheaper?

Hon. W. C. Angwin: It is getting cheaper.

Mr. HARDWICK: Must we wait until that time arrives?

Hon. W. C. Angwin: There is nothing down for tramways in your electorate.

Mr. HARDWICK: Fremantle members have denied to the city proper the rights to which it is entitled. When tramways are extended the streets are improved and are better looked after.

Hon. W. C. Angwin: The Government do that then.

Mr. Willcock: Are you giving us nationalism or parochialism?

Mr. HARDWICK: I am speaking of what the metropolitan area is entitled to. Metropolitan members have for years made sacrifices and allowed the country to be developed. Now that they are asking for £30,000 for the improvement of the city they meet with the vigorous opposition of the member for North-East Fremantle.

Hon. W. C. Angwin: We have spent £600,000 in tramways during the last five years, and lost on them every year.

Mr. HARDWICK: I am delighted that something like £40,000 is to be spent at Fremantle.

Hon. W. C. Angwin: It is not enough. It is being spent between Rottnest and Fremantle.

Mr. HARDWICK: It will only be another £40,000 going where many other thousands of pounds have gone before.

The MINISTER FOR WORKS (Hon. W. J. George—Murray-Wellington) [9.35]: I do not complain of the criticism levelled against the Loan Estimates by the member for North-East Fremantle. I might raise the question of his reference to the coming election and to the omissions and commissions of the different Governments I have been connected with, but from my point of view upon these questions, this is not necessary at this stage. We are considering these Estimates from the standpoint of practical common sense and everyday life. The Estimates run into something over 3½ millions of money, of which roughly two million pounds will be required for soldier settlement. In the years that

have passed soldier settlement was not even dreamt of. Whatever may have been the omissions of Governments for the last four years, we have to remember that during that time the problems which have been confronting us have been very heavy in every respect. I do not deny that the Labour Government had their share, but the troubles they had have been cumulative on the troubles that continued to grow enormously as the war went on. We now have to face the aftermath of the war. The burden which this, or any other Government which may follow, will have to carry for the next decade will be such as will call for the assistance and patriotic help of every member of Parliament. We have a big liability confronting us. We are faced with a situation in which none of us have had any experience. We have to grope our way through difficulties almost in darkness. It is therefore a situation upon which the criticism of normal times absolutely falls flat. I welcome the practical portion of the speech of the member for North-East Fremantle. He spoke about the cost of rails. This is a matter which has caused me grave consideration during the last two years, and deeper consideration and anxiety during the last six months. It is necessary to push on with our railways, and yet I cannot purchase rails at lower than from £25 to £26 per ton. Only a few years ago we were able to purchase the same quality of rail at from £4 10s. to £7 per ton. It will thus be seen that the Government charged with the extension of railways must be careful how they place their orders, lest they pay too much for their material. The hon. member is right when he says we are facing a falling market. When he makes a statement of this kind I have no need to inquire into it, because I know how painstaking and accurate he is in all that he does. Tramway rails have dropped from £44 to £37 per ton. Yet the rails required for our railways, which six months ago we could have procured at something like £21 per ton delivered f.o.b. Fremantle, we cannot purchase from the Broken Hill Proprietary Co., which is our only source of supply, at less than £22 10s. per ton c.i.f. Newcastle, which will mean £25 per ton delivered at store Fremantle. For our standard line 45-lb. rails are required, and it takes the equivalent to 80 tons of rail to construct a mile of line. For rails alone almost as much money is required as in the years gone by was necessary for the building of the railway itself, including everything required. When dealing with these matters the most careful consideration must be given to them. I welcome criticism, but I should like members to bear these points in mind. The member for North-East Fremantle referred to our having to pay 6½ per cent. interest on our loans. That is the case. We must have the money, and we cannot get it unless we pay for it. He also rightly says that we shall only get perhaps 3½ or 4 per cent. on the money we lay out on our sinking fund. That prospect is not a nice

one. We must, however, continue with our work, and must provide the work that is needed to enable settlers in the country to carry on their business with as much facility as possible. We must also bear in mind that wherever it can be avoided, unemployment must be prevented. We have to tackle big problems here with the return of our soldiers. We shall have a bigger problem in front of us, if by any means the circumstances should be such that those within our gates are unable to find profitable employment by means of which to earn bread for themselves and their families. Although it is not good business to borrow at  $6\frac{1}{2}$  per cent. and have to put part of the money by as an investment at  $3\frac{1}{2}$  per cent., even that must be faced manfully rather than that we should have that spectre of unemployment in our midst. That would be our undoing. The hon. member says we must not plume ourselves too much upon the reserve we have in our sinking fund invested in London. The Premier explained to the House that the sinking fund in connection with the Coolgardie Water Scheme had accumulated to such an extent that it really was unnecessary to make any further provision for it. There was sufficient money to redeem the Loan when the time for redemption came along. He found, however, under the conditions of the trust that it was out of the power of Parliament to depart from the terms that were laid down. Consequently, we have to keep on paying our contribution thereto. When the time comes to redeem our loan we shall have considerably more money than we need for the purpose. The State is to be congratulated that men in years gone by had the foresight and pluck to lay the foundation of a scheme in connection with the sinking fund, which certainly places Western Australia in the leading position of all the States. The hon. member spoke quite calmly and nicely about the amount of money that is provided under the Revenue Estimates, Property Trust and under loan for our public roads. The total amount is between £80,000 and £90,000. I said I would be very glad if the amount were doubled. In my judgment, if the financial condition of the State permitted, we could profitably spend a million pounds on the roads of Western Australia. I am satisfied it would be a paying investment. What is the use of settling men in the never-never country, unless we are prepared to assist them to get their goods to the market rapidly? If we place those people in such a position that they are compelled to take a considerable amount of time more than should be necessary to do that work, we will be hampering them in their efforts on the land. If a farmer desires to carry his produce to the station and the condition of the road makes it impossible for him to do more than one trip in a day, it can easily be seen that if the improved conditions of the road will enable him to do two trips in a day, it means a lot to the men on the land. The saving in time

and energy would enable those people to devote more attention to the development of their holdings. I have no qualms whatever in facing an expenditure of £80,000 or £90,000 in the provision of good roads. In fact, if the position were more satisfactory, I would have no qualms in facing the expenditure of a million pounds in the same way. Regarding the water supply and sewerage problem which the hon. member spoke about, if we had made no provision for water, it would have been rank foolishness to start out upon a sewerage scheme to connect up the whole of the houses in the suburbs of Perth. It would not be in any sense foolish, however, to lay down the main pipes, the settling pits, the septic tanks and depôts. It is rather a matter for commendation that the departmental officers have been able to place before the Government their views regarding this matter. It is for the Government to take such steps as the funds will permit to deal with this aspect. Members will notice from the Estimates that an amount of £36,000 has been provided for sewerage in the metropolitan district. There is also £97,000 in connection with the water scheme for that area. The money provided will only be for the start; the big scheme, which cannot be gone on with in connection with the water supply for the metropolitan area as a whole at the present time, will probably cost between one and a quarter and one and a half million pounds. We must make a start with the work, however, and as soon as we can get within measurable distance of carrying out the full scheme, it will be gone on with. The hon. member made one mistake when he was dealing with this matter. He stated that the bulk of the expenditure provided for water supply and sewerage had been incurred during the current year. On page 21 of the Estimates there is a schedule of work to be done during this financial year. The hon. gentleman was evidently misinformed when he stated that the bulk of this work had been done. The Richmond Reservoir at Fremantle is not completed; the 24in. and 18in. mains have not been completed; the Tower-street and Loftus-street schemes, for which provision has been made, have not been completed. Only a portion of the pipes have been supplied, and these have been put down as they came forward. The Bickley Brook reservoir, for which £25,000 is provided, has only been started, and so it goes on right through the whole piece. The hon. member knows probably that there are some few works completed since June 30, in Fremantle, which, of course, have to be paid for; but with most of them nothing has been completed. The hon. member also referred to the Property Trust Fund. Perhaps it is as well that I should explain to hon. members what that fund really is. Money has been provided for loans in years gone by for various purposes, and money for the assistance of householders in connection with

sewerage installation has been coming back to the Treasury as the people have met their financial obligations under that heading. They have done so very well indeed. There are other sources from which this money has been drawn and the residue which has been unexpended after a work has been carried out, has been placed in the Property Trust Fund, which is also fed from other sources, such as funds which have been returned after the realisation of property or land. I cannot see that there is anything wrong in using that money over and over again for purposes connected with the development of the State. It was borrowed originally for that purpose and having come back to the State we are still carrying out the original intention when we devote it to developmental work again. The member for Sussex, whose industry is so indefatigable in trifles, and whose store of knowledge should be increased during the progress of the session, has spoken about the Margaret River Railway. I dealt with that subject when we were discussing the Estimates. This railway, which has been contemplated for many years, will run from Busselton and join up with the railway which goes down to Augusta and which was purchased from Millars' Trading Company some time ago. A sum of £3,000 is provided for the clearing of the land along which the line will proceed. When the clearing has progressed sufficiently, it is the intention of the Government to proceed with the earthworks, in order to go ahead with the construction of the line. I am not going to attempt to mislead the hon. member or his constituents, but I think I can safely say that it is the intention of the Government to procure the rails during the next year and that the Margaret River Railway will have its fair share of whatever rails we can get. There are other railways which have been dealt with, including the Esperance Railway in which the member for Kanowna is so interested. We have already about 10 miles of rails at Esperance and a certain proportion of the rails procurable must go there as well. We have been sending down sleepers to that district and we shall send more sleepers and rails as they come to hand.

Mr. Griffiths: What about some for the Narambeen northwards railway?

The MINISTER FOR WORKS: We will endeavour to deal with all railways that are authorised irrespective of where they are or whose constituency they are in. The Government intend to deal with the matter equitably no matter whether the constituencies through which the lines will run are represented by Labour, Country party, or National members. The member for Subiaco's only complaint was that we should "get a move on." As soon as the money is in hand the works will be proceeded with and if there is any block in the way, I shall ask him for his assistance. As for the member for East Perth, who requested that the trams should be duplicated, all I can say is that the matter will receive the attention it deserves.

Mr. TROY (Mt. Magnet) 9:56: I do not desire to speak at length on the Estimates but there is one matter to which I desire to draw particular attention. The item of which I complain is, I think, unnecessary and when the present state of affairs is remembered, should not receive the sanction of the Committee. The matter I refer to is the extension of the trams in the city areas.

The Premier: Are you speaking to an item?

Mr. TROY: No, I am speaking generally. I do not desire to deal with items at the present time. I sympathise with the Perth members who stressed the statement that people living in the suburban areas are not receiving the consideration to which they are entitled. It must be borne in mind, however, that the people in the remote parts of the State who are carrying on pastoral, agricultural, and mining operations are labouring under worse conditions than the people in the cities to-day. If the country is built up, the city conditions will improve. If the country is not aided in that direction, tramways and water supply and so on will not be of much value to the people in this part of the State. The member for Subiaco (Mr. Brown) seemed to fear the possibility of slums being created in the metropolitan area and that people would not go into the outer suburbs.

Hon. W. C. Angwin: Most of the provisions regarding the tramways are for duplications, not extensions.

Mr. TROY: The whole tendency regarding the metropolitan area to-day is for land agents to get hold of areas and advertise them, securing purchasers on the score that the trams will be extended to those areas. By that means land values are created which should not exist. The papers are full of advertisements in which agents make the appeal. "Why pay rent; go into a certain suburb and live there." I have no doubt that if an area ten miles out were cut up and sold to-morrow, people would buy the land and go there and the good old agitation to extend the tramways would go on. People who receive the benefit of the extension ought to pay for it. If a system was adopted which would make the people who get the value pay for the extension, there would not be much opposition to it. As regards the duplications, it may save the country a certain amount by way of administration and working expenses, but there are numbers of men in the country who have to cart their wheat 20 miles, and the £87,000 proposed to be spent on tramway duplications could be better expended by providing railways or tramways in these areas. The city would receive more benefit from the expenditure of money in the country areas than by duplicating the tramway lines in the city. These duplications will provide work for a little while, but if the country is to be built up, the money should be spent in the development of the country, not to provide luxuries but absolute necessities to develop the country.

The Minister for Works: Do you agree with the necessity for roads all over the country?

Mr. TROY: It is only natural to agree to that policy because the country cannot be developed without roads. There is a big increase for railway purposes, particularly for rolling stock and rails. The member for North-East Fremantle (Hon. W. C. Angwin) has pointed out that the railway system apparently has become neglected

and that a lot of the rolling stock requires repairs and that rails and fastenings are needed. In the interests of safety, we ought to see that this is done. If we have railway disasters they may mean a very heavy burden to the country in the way of compensation and costs. We have to maintain the existing system, and expenditure for this purpose is necessary and cannot be delayed. If it is delayed too long, double the expenditure will not make good the extra injury that will be incurred. I must express regret that the amount provided for mining development is so small. All that is provided on these Estimates is £55,000, and when we compare the £55,000 provided for the development of the goldfields and mineral resources with the amount provided for the development of other industries, we can come to only one conclusion, namely that the present Government are not greatly interested in mining development. In a time of falling prices, as was stressed last night with regard to wool, one of the greatest advantages which could accrue to Western Australia would be the finding of new goldfields, but I do not think that much encouragement in this direction will be provided by the small amount on these Estimates. It is not possible for a member to move to increase the amount, and therefore, we have to accept what is provided. I hope the Minister controlling the Mines Department, or his successor, will see that the full amount is expended. It is badly needed for the development of the mining industry. Mining to-day is somewhat under a cloud. The high cost of commodities and the fact that gold has not increased in value as have the products of other primary industries, is responsible for the industry being severely handicapped. But I am inclined to think that the gold mining industry will go ahead again. When prices become normal it is more than possible that gold mining will be the most lucrative occupation. I think the time will come again. I have no doubt that the prices of commodities produced in the other primary industries will fall. Wool has fallen; it may recover but it will not go so high as it was. Wheat and other commodities, too, will fall in price, and when they do the people of the goldfields will get their turn. I do not wish to see the goldfields people prosper at the expense of other members of the community, but to-day the people on the goldfields are having a bad time. It is really amazing how the industry has managed to carry on considering the high railway freights, the high cost of commodities and the high cost of living, but I feel convinced that with proper assistance by the Government the industry will come to its own. A considerable amount is provided for the development of agriculture, over 2½ million pounds, which of course marks the Government down as being a Government who direct their whole attention to agricultural development. I have no objection to a large expenditure on agricultural development. If I were in the position of Premier or Minister for Lands, I would consider that this State had no future unless it had an agricultural industry. This applies to any State. We cannot live without it. Whilst other industries are of great value and while, if we had the gold, we could afford to buy our commodities overseas, the fact remains that the agricultural industry is

one of the greatest importance to the State. Under the heading of agricultural development are the advances for soldiers, and the purchase of areas for subdivision, and I know that considerable amounts are provided in connection with the Peel estate for drainage, building of tram lines and other works which will make for the development of that land. I do not know the Peel estate. I understand that it lies between Fremantle and Mandurah. I do not know anything of its qualities but I confess that, with the exception of swamp lands in and around Perth, I am not highly impressed with the country.

The Premier: There is a fair amount of swamp land on the Peel estate.

Mr. TROY: So there should be. If I were advising any soldier to take up an agricultural proposition, I do not think I would send him to the Peel estate. It has some of the disadvantages which the Riverton estate had. I do not like these sandy propositions for the purpose of production.

The Minister for Works: A big proportion is similar to the Spearwood land, where the people are prospering.

Mr. TROY: I am not basing my argument on first hand knowledge. I hope that the land is good. I shall put nothing in the way of its successful development, but I express the hope that if estates are to be purchased, every effort will be made to get the best possible land. One member expressed the opinion that the Government, in buying land for soldier settlement, were not pursuing the best policy, but that they ought to settle the soldiers on new areas. The land purchased by the Government in the wheat areas has been obtained very cheaply. There is one farm which I do not think I would have bought, because the soldier settler who has it will never be able to get a decent water supply, and that is a great disadvantage. But as regards most of the land purchased in the wheat areas, the Government have exercised very sound wisdom. I would not like to sell a proposition which I possessed at the price which the Government are paying for some of them. Some have been bought for considerably less than the amount put into them by the original owners, exclusive of their labour. (One place I know of was a gift, and if the soldiers cannot make good on these properties they will make good nowhere. It has to be remembered that oftentimes a settler will not do nearly so well on land that is made ready for him as on virgin country. When going on to virgin country the necessity is forced upon the settler to be prudent in his development. He has not too much money to spare; he has to effect many of the improvements with his own labour, and therefore he may be able to develop the holding more cheaply and better and more successfully than he would an improved property. I confess from what I have seen of the areas purchased by the Government in the wheat districts that they have been secured most reasonably and the soldiers ought to make good on them. I think a majority of the soldiers will make good because most of them are pretty good hustlers. Some of them will not make good, of course: they will be all right so long as the money lasts. But a majority of them will make good. I have some neighbours who are returned soldiers and they are proving

very good industrious and progressive men, and I think they are bound to make good with the assistance granted by the Government. This money we are now spending for soldier settlement is coming from the Commonwealth Government. We have to bear in mind that it has to be repaid, and that interest has to be paid on it. It is easy to borrow money and spend it, but when the time comes to pay it back the State will be hard pressed. Therefore I want to see that the money provided by the Commonwealth Government is expended to the best possible advantage. In this connection I do not think it is being expended to the best advantage when £25,000 is to be utilised for building a railway from Big Brook to Denmark. I am very sceptical regarding the success of that proposition. Surely there is enough land in the South-West now served by a railway to settle all these soldiers who will require land even during the next three years, without building this expensive line from Big Brook to Denmark. I do not agree with this proposition at all. I think the railway is unnecessary, because if there is one part of the country where land settlement has not gone ahead, it is in the south-western areas of Western Australia. Many excuses are offered as to why this part of the State has not progressed. The member for Sussex says no money has been spent there. I think a good deal has been spent there. The country possesses great advantages. It has a good rainfall and is well watered. It is close to the capital, and has been served by railways for many years. It has also had the advantage of the big markets provided by the timber areas. I have been struck by the comparatively large amount of country in the South-West that is still unimproved. I intend to oppose the construction of any more railways there until the land alongside existing lines is brought under cultivation or thrown open for settlement. Some people own as much as 2,000 and 3,000 acres. That is too much land for that part of the State. They are land hungry and land poor at one and the same time. They always will be in that condition. It is a bad proposition for returned soldiers. I doubt whether many would be prepared to go into that heavy country and carve out homes for themselves even if the railways were built. They will have to work, not for themselves, but for the second and third generation. People who go into the new areas that may be served by this railway, will have to work very hard and get very little return. The second generation will do a little better, and the third, if the land is still held, will reap what the others have sown. I doubt if returned soldiers would take on this responsibility. Old settlers in the Eastern States did this pioneering work, but they were a different class of men. They came from the Old Country where they lived hard and under different conditions. They did not look for the same advantages and enjoyment that men look for to-day. The present day settler does not expect to spend all his life on the land. He is looking for a decent home, a decent income and opportunities to travel. The old hands who came from England were simple folk with simple habits. They enjoyed very little when they came here. They set out to carve themselves a home in a country where they

had land of their own, which was a great consideration.

**The Minister for Works:** The main consideration.

**Mr. TROY:** They settled in this heavy country and made homes for themselves. My father did this and his neighbour also. It is the third generation that is reaping the harvest of the efforts of these early settlers. The old hands themselves reaped very little benefit. They were content with their lot because they were simple people. They wanted to go on quietly and pay their way. This generation is different. People want pleasures in life. They are not content to do what their forefathers did. Of course I am only speaking generally. I have advised young men to go to the Kimberleys and suggested that in 10 or 15 years they would come out all right, but they have had no desire to go. I am sceptical of the success that will attend the settlement that takes place along the Denmark-Big Brook railway.

[Hon. G. Taylor took the Chair.]

**The Minister for Works:** There is hard work before them but a fine prospect.

**Mr. TROY:** For their grandchildren. Only about 70 per cent. of the original settlers in the Eastern States have passed on their land to their descendants. Many of the early settlers were obliged to give up, and strangers have reaped the benefit of their work. There are areas along the existing railways in the South-West which are not being utilised. Holders of land have too great a quantity of it. There are places which ought to be taken over by the Government at a reasonable price, or people ought to be forced out of them by taxation so that their land can be used for closer settlement. On the Estimates there is an amount of £3,000 for the purchase of a residence for the Agent-General.

**Hon. W. C. Angwin:** It is a good proposition.

**Mr. TROY:** Why?

**Hon. W. C. Angwin:** Because it will pay the State. We could get more for it to-day than was paid for it.

**Mr. TROY:** Has the State always paid the house rent of the Agent-General?

**Hon. W. C. Angwin:** The State does not pay the house rent.

**Mr. TROY:** The State has purchased a residence for him.

**Hon. W. C. Angwin:** He pays the rent.

**Mr. TROY:** The Government are not entitled to spend money in this way. We raised the salary of the Agent-General and the other allowances of his office.

**Hon. W. C. Angwin:** He must live somewhere.

**Mr. TROY:** He could get a house where he liked. This office is not forced upon him. The State does not purchase a house in Perth for me to live in.

**Hon. W. C. Angwin:** He cannot live in the street.

**Mr. TROY:** The Commonwealth Government do not purchase houses to rent to members of the Federal Parliament.

**Hon. W. C. Angwin:** The Commonwealth Government pay far more salary.

**Mr. TROY:** Why are we called upon to purchase a house for the Agent-General?



Hon. W. C. Angwin: Because a house could not otherwise be obtained.

Mr. TROY: He was not forced to take this position and he knew the conditions when he was appointed. I am opposed to the State purchasing this house out of loan funds.

Hon. W. C. Angwin: It is a payable proposition.

Mr. TROY: I do not care whether it is or not. I object to the principle.

Hon. W. C. Angwin: He pays his own rent.

Mr. TROY: It will probably not be nearly as good a proposition as the hon. member thinks.

Hon. W. C. Angwin: It is; I have seen it.

Mr. TROY: If that principle were followed out we should all be entitled to residences. I intend to oppose this particular item.

Hon. W. C. Angwin: If I had possessed the money I would have bought it myself.

Mr. TROY: Some small provision has been made for water supply and harbour improvements at Geraldton. I do not know how much in the way of harbour works £3,000 will carry out.

The Minister for Works: That is for the opening up of the quarry and starting the necessary jetties.

Mr. TROY: Now that the Government have put their hands to the plough I hope they will complete the work. A lot of money is wasted on the construction of jetties on account of the destruction caused by the teredo. At Geraldton nearly a mile of jetty has been constructed and unless the harbour works are pushed on all that work will be valueless. The port is entitled to adequate shipping accommodation in order that it may develop properly. I am glad the water supply is being pushed on. In no place is a water supply more urgently needed than at Geraldton. The present position is retarding the progress of the place. It is no attraction for people in the back country. They cannot get enough water in which to have a decent wash unless they go to the ocean, where the water is preferable to that provided by the scheme. People cannot make their residences attractive because the water kills all vegetation. The freezing works and the butter factory will be of no value unless there is a decent water supply. I hope the scheme will prove successful.

The Minister for Works: You seem to suggest that the Government would fail in everything.

Mr. TROY: I do not suggest that.

The Minister for Works: Your remarks do.

Mr. TROY: There have been so many disappointments in the past that I do want to see these works succeed. I give credit to the Government for undertaking them and I hope that on this occasion Geraldton will not suffer any disappointment.

Mr. GRIFFITHS (York) [10:28]: I had hoped on these Loan Estimates to find something of a more encouraging nature than I have done in regard to the Narambeen railway. A sum of £800 is provided to be spent on additional cattle yards, outstanding accounts, freight on rails, and fastenings, etc. At the end of this line there are some flourishing soldier settlements. I have to thank the Minister for Works for having provided decent roads to the siding in the vicinity. The settlement is extending North and north-

east, and a lot of land is being surveyed and classified. I hope that something will be done during the year in regard to the extension of the line in a northerly direction. Knowing the position of these people, knowing that they are paying about 100 miles of unnecessary railage as compared with a direct route to Perth—and if consigning to goldfields markets they incur well over 200 miles of needless rail freight—I sought to secure a flat rate for them, so that they might be afforded some reasonable chance of disposing of their products in the same way as settlers withing 20 miles of them. The flat rate, however, was refused. More recently I approached the Premier with a view of getting dumps established, to which these farmers might cart their wheat. From the hon. gentleman's reply I gathered that there is not much hope of railway extension in this quarter before the price of rails falls. He said it would be better for these farmers to cart their wheat right in, than to dump it in anticipation of the establishment of railway communication. I see that these Loan Estimates include £5,000 for railway construction in the Busselton-Margaret River area, £10,000 for extension of the Wyalcatchem-Mount Marshall line to Dowerin-Merredin—this I believe, is required in connection with soldier settlement—and substantial amounts for other railways. For the Kondinin-Merredin-Emu Hill section, however, only £800 is provided. It is interesting to note that £23,000 is allotted to the Perth-Fremantle Cottlesloe deviation, and £87,000 to the Perth tramways. Out of a total expenditure, on these heads, of £158,000, something substantial might have been allotted to the settlers whose claims I have urged. I have risen for the purpose of letting the Premier know my opinion on this matter.

The PREMIER and TREASURER (Hon. J. Mitchell—Northam—in reply) [10:33]: I wish to inform the member for Mt. Magnet that the Government are fully alive to the importance of the mining industry and will do all that is necessary for its advancement. It is difficult to estimate what expenditure will be required in this connection during the current financial year, having regard to the possibility of new finds. In view of the prospectors who are out, we hope there will be some finds. The St. Ives field will, I think, justify our expenditure on it. Members representing the goldfields can rest assured that the Government will do all that is needed to assist the development of the great gold mining industry. The Government fully appreciate its value, and are just as alive to its importance as those members are. It is true that these Loan Estimates contain a considerable amount for agricultural development. It is right that that should be so. A great deal of the vote, however, is for the soldier settlement scheme, which has already been approved by this House. As regards railway construction, the price of material is very high now, and the market does look like a falling one. We are bound to do the best we can with the money at our disposal, and therefore we must be careful in regard to purchasing. If in a few months we are likely to get material cheaper than the prices now ruling, we are justified in waiting. However, certain lines are authorised, and they

ought to be built. We must go on with the Esperance-Northwards Railway first, because the House has determined that that shall be so. I hope the Minister for Works will be able to re-start the construction of that railway very soon. Materials are now being forwarded to Esperance, and it should not be long before the work is resumed. In the meantime no other railway can be proceeded with, at least not without the special order of the House. I think the member for Mt. Magnet is quite wrong in declaring that the railway from Big Brook to Denmark ought not to be built. The railways in the South-West run, to a considerable extent, through jarrah country, which should not be used for settlers, firstly because the jarrah timber ought not to be wasted, and secondly because jarrah land is usually not very good for agricultural purposes. However, I know that the country is anxious that the line in question should be built. If we are to receive considerable numbers of immigrants from the old country, we must prepare lands for their accommodation. As regards Geraldton, we are most anxious that that harbour should be completed so as to afford the necessary accommodation for ships. The Government realise that Geraldton is an important port 250 miles from Fremantle, and that it ought to be self-contained. The first thing Geraldton requires is adequate harbour accommodation. The Geraldton water supply will be attended to as soon as possible. I rose chiefly for the purpose of assuring the Committee that the Government's responsibilities in regard to the gold mining industry and the agricultural industry, and in fact their responsibilities to various parts of the State, are being faced. The member for York is quite in error when he refers to the expenditure proposed by these Loan Estimates for the metropolitan area as being considerable relatively to the expenditure proposed for the rest of the State. In comparison, it is very small indeed. The present Government during their term of office have not provided a great deal of expenditure for the metropolitan area. We realise that primary production is the most important feature for the time being, and therefore we are endeavouring to spend the money that is at our disposal in a manner that will lead to increased settlement and increased production. To the best of our ability we are doing our duty by all the industries in the various parts of the State.

Vote put and passed.

Vote—Railways and Tramways, etc., £426,800:

Item, Bolgart extension, £400:

Mr. TROY: What are the Government's intentions as to extending the Bolgart railway? Representations have been made to them on the subject for the last six years. The present terminus is in the middle of a sand plain, and an extension of 20 miles will tap some of the finest agricultural country in Western Australia. The extension has been promised to the settlers there for years past. I shall be glad if the Premier can assure me that he will bring in the necessary Bill.

The PREMIER: The Bill is drafted, and will be introduced very shortly.

Item, Esperance northwards railway, £20,000:

Mr. LAMBERT: Goldfields members are entitled to some further information regarding this work, which has been hung up for years. The Premier dealt with the subject only in a very general way.

The Minister for Works: What more do you want to know?

Mr. LAMBERT: What quantities of material are on hand?

The Minister for Works: There are about ten miles of rails and about 31,000 sleepers on the spot. Seventeen miles of earthworks have been done. Three bridges have been completed, and one is on the way towards completion.

Mr. LAMBERT: The Minister might inform us when he anticipates the balance of the material will be available. He should be in a position to know judging by the orders he has placed and the quantity to hand when the line may reasonably be expected to be completed.

The Minister for Works: I have already given the House those details several times when you were not in the Chamber. The Premier has also given the information and you are not satisfied now.

Mr. LAMBERT: I was in the House for the greater part of the time, and if the Minister would only let me know when it was convenient for him to make a speech on the Esperance line, I would be pleased to be present. There was a feeling on the goldfields that the construction of the Esperance line was held up deliberately. There is no doubt it was held up by the Wilson Government. We should know clearly and definitely what the intentions of the Government are regarding the Esperance line.

The Minister for Works: The member for the district knows clearly what the position is and he has been given the information already.

Mr. LAMBERT: The member for the district may know, but it affects my constituency as well and I am entitled to the information.

Item, Kondinin, Merredin, Emu Hill section, £800:

Mr. GRIFFITHS: Is there any prospect of this line being constructed during the current year? I take it there is not, from what the Minister has already stated. I understand that the Esperance railway has priority over all other railways but we would like to know whether there is any likelihood of anything being done in connection with this railway extension.

The MINISTER FOR WORKS: The £800 provided on the Estimates is required to clear off certain outstanding liabilities in connection with the extension of the line to Emu Hill. The construction of that line saved the farmers and the State many thousands of pounds.

Mr. Griffiths: That is correct.

The MINISTER FOR WORKS: The complete line referred to by the member for York has been blocked, although unintentionally, by reports which were made regarding the country north of the line. It was suggested that the construction of the line would not be justified in that direction and an attempt was made to extend the line to Bruce Rock. Since then further investigations regarding the land which was formerly the subject of complaint, resulted in a more favourable report and the suggestion that the line should be constructed in accordance

with the original survey to Merredin. Unlike the Esperance line, however, this line has not a stock of 10 miles of rails or between 30,000 and 40,000 tons of sleepers at the depots, with others going forward from time to time. If there is any possibility of getting rails at a price within our means, I believe there would be no obstacle to prevent this line being carried on to Merredin, because it was authorised and started before the Esperance railway was authorised. As to the prospect of the line being constructed, I would advise the hon. member to sit on the Premier's doorstep in order to get the information which I cannot give him.

Item, Perth, Fremantle-Cottesloe deviation, £23,000 :

Mr. JOHNSTON : What is the intention of the Government regarding the deviation of the Fremantle line at Cottesloe. We are asked to vote £23,000 and the Committee should know whether in voting that amount, they are committing themselves to a quarter of a million or so for the removal of the existing bridges at North Fremantle and the construction of a new bridge further up the river.

The MINISTER FOR WORKS : This money is required for the payment of land which has been compulsorily resumed for the purposes of the Cottesloe railway deviation. This line will necessitate a combined road and railway bridge across the river. Some years ago certain cylinders in connection with that bridge were placed in position so that proper tests could be made to see whether or not it was possible to get a reliable foundation. As for the ultimate cost of that deviation, it is almost impossible for me to even hint at it. The bridge itself will cost a quarter of a million. That was the original estimate of years ago. At the present time probably, even if we were to purchase the material and make the bridge here, that estimate would be exceeded. The whole question of the deviation has been debated in the House from time to time. The money on the Estimates is required for the purpose of meeting claims in respect of compulsory resumptions of land.

Item, Rolling Stock, £60,000 :

Mr. LUTEY : A fair amount of construction of new rolling stock is here provided for. I should like to know what type of railway carriage is being built. Is the department adopting the sliding doors which have proved so successful in Victoria ?

The MINISTER FOR WORKS : Unfortunately I am not in a position to inform the hon. member. I do not think there is any intention of going in for the sliding doors referred to. There is a difference of opinion among railway men as to the merits of that system. On page 8 of the Commissioner's report the hon. member will find a reference to this subject.

Mr. LUTEY : I hope the Minister will make a note of my question. Many accidents have occurred on crowded metropolitan platforms in consequence of the hinged doors being left open. It is time some reform was instituted.

Item, Tramways, Perth Electric, and Extension, £87,000 :

Mr. TROY : In the present condition of the finances I should prefer to see this money spent in the back country for the benefit of struggling

primary producers in both the mining and agricultural industries. I know many farmers who are carting 20 miles, starting away from home at four o'clock in the morning and not getting back until the following evening. In the interests of the people outback I move—

That the item be struck out.

Mr. WILLCOCK : We should attend to the wants of people in the backblocks before spending money on tramway extensions in Perth. These extensions or duplications will not make any great difference in the working cost of the tramways. The member for Subiaco (Mr. Brown) endeavoured to show that a duplication of the track along Rokeby-road would make a good deal of difference to the working expenses, but from my own observation I can say the traffic on that length is being well handled at the present time. The extension at the foot of Barrack-street will actually mean additional expense, for the trams will have to run half a mile further than they do at present. If this £87,000 is to be spent in order to save certain persons a hundred yards of walking or half a minute of waiting, I think we have plenty of works of greater importance which should first be attended to. These tramway extensions are not nearly so necessary as are many other works in the country districts.

Mr. MALEY : I support the amendment. This amount will not represent the whole of the expenditure, as the next item shows £72,000 for the power house.

Hon. W. C. Angwin: That must be provided.

Mr. MALEY : I understand that the power house is working up to its full capacity, and that these duplications will make extra demands on the power house. The facilities provided in the city are altogether out of proportion to the simple necessities available in the back blocks to transport the produce essential to the welfare of the State.

Hon. W. C. ANGWIN : Some members appear to have misunderstood me. I said I hoped the Government would not go to the expense of making the duplication merely for the sake of convenience, because material is so costly. The report of the Commissioner of Railways shows the necessity for rolling stock. This item does not contemplate any extensions but merely duplications and relaying. The undercarriages for cars now cost more than the whole cars used to cost.

Mr. MALEY : You have enough facilities now.

Hon. W. C. ANGWIN : The only way to get revenue from the tramway system is to provide for the travelling public, and rolling stock is necessary.

Mr. TROY : You cannot get your revenue unless you have development in the country.

Hon. W. C. ANGWIN : Fremantle is in the same position. There we are forced to provide extra cars on account of the number of people travelling. The people have to be transported and at certain times of the day the cars are overcrowded. I do not suppose that any system in Australia is run with so few cars as is Perth. Fremantle has more cars in comparison with the service run and even there we are terribly short of cars. It is not necessary to strike out the item, but the duplications should be deferred for a time.

Mr. Willcock: They have started the duplications at the south end of Barrack-street.

Hon. W. C. ANGWIN: Material is costly but it is falling in price, and the carrying out of these duplications should be postponed. The member for Greenough was wrong in referring to the item for the power house. Most of the industries in and around Perth are using electricity. The power house has reached its full load, and unless duplicate plant is provided, the whole place will be without power and light. The member for Mt. Magnet would be one of the first to complain if he, on reaching home to-night, found his place in darkness.

Mr. Troy: It has been in darkness more than once.

Hon. W. C. ANGWIN: There has been very little to complain of in the way of stoppages.

Mr. Troy: I am not opposing the item for the power house.

Hon. W. C. ANGWIN: New cars must be provided for Perth and to-day the big cars cost £3,000 each, in fact, nearly £4,000. Unless the public can be carried, the trams will incur a loss. I want to see the past losses wiped out. Last year a profit of £10,000 was shown, whereas a loss should really have been shown, because no sinking fund was provided.

Mr. Maley: Put up the fares and make them pay.

Mr. LAMBERT: I support the amendment. The chief trouble in connection with the trams lies in the construction of the cars. Our long corridor trams are of an obsolete pattern, and highly inconvenient for the public. They are also far too cumbersome for our narrow streets.

The Minister for Works: You are trying to strike out an item that will be the means of new cars being provided.

Mr. LAMBERT: Will these cars be of the right type?

The Premier: They will be good cars.

Mr. LAMBERT: The type of car running on the system to-day is responsible for a loss of fully 50 per cent. of efficiency in the service. The Sydney cars are infinitely better for loading and unloading.

Hon. W. C. Angwin: The best tramway system is in Adelaide.

Mr. LAMBERT: It is the Sydney and not the Adelaide system that is on all four with ours. We must have in use a car that can be quickly emptied and quickly filled. The Government should see that the design of our tram cars is such as will meet with our requirements.

Mr. DUFF: It will be seen from the replies of the Minister to deputations that have waited upon him that he is exercising the greatest care in regard to the money that is made available for tramway extensions.

Hon. W. C. Angwin: There are no extensions provided for here.

Mr. PICKERING: I am opposed to an extension of the tramway system. The report of the department shows that there were 83 cars in use last year, and that 20 additional cars will be constructed at the Midland Junction workshops. There is nothing in the report to show that the design of the new cars will be different from that of the old. The cost to the service consequent upon the use of an obsolete style of car has been considerable, and it is time some

better system was introduced. I intend to support the amendment unless it can be shown that the money on the Estimates has been mortgaged for the supply of up to date cars.

Amendment put and a division taken with the following result:

Ayes	...	...	11
Noes	...	...	11
A tie			0

AYES	
Mr. Chesson	Mr. Pickering
Mr. Durack	Mr. Plesse
Mr. Griffiths	Mr. Troy
Mr. Johnston	Mr. Willcock
Mr. Lutey	Mr. Lambert
Mr. Maley	(Teller.)

NOES	
Mr. Angwin	Mr. Harrison
Mr. Brown	Mr. Mitchell
Mr. Brown	Mr. Teesdale
Mr. Draper	Mr. Willmott
Mr. Duff	Mr. Hardwick
Mr. George	(Teller.)

The CHAIRMAN: I give my casting vote with the noes.

Amendment thus negatived.

Mr. TROY: To test the feeling of the Committee, I now move an amendment—

That the item be reduced by £10,000.

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

Ayes	...	...	10
Noes	...	...	13

Majority against ... 3

AYES	
Mr. Angwin	Mr. Maley
Mr. Chesson	Mr. Pickering
Mr. Griffiths	Mr. Troy
Mr. Johnston	Mr. Willcock
Mr. Lutey	Mr. Lambert
(Teller.)	

NOES	
Mr. Brown	Mr. Mitchell
Mr. Brown	Mr. Plesse
Mr. Draper	Mr. Stubbs
Mr. Duff	Mr. Teesdale
Mr. Durack	Mr. Willmott
Mr. George	Mr. Hardwick
Mr. Harrison	(Teller.)

Amendment thus negatived

Item, Electric power station, East Perth, £72,000:

Mr. LAMBERT: Before any heavy additional expenditure is incurred in connection with the East Perth power station, the whole question of generating electricity in this State should be considered. All the rest of the world is grappling with that problem. Time after time has the suggestion been made that, rather than greatly enlarge the East Perth establishment, we should consider the possibilities of generating electrical

energy at the pit's mouth at Collie. As a layman, I am unable to gauge those possibilities.

The Minister for Works: Do you know what the position is?

Mr. LAMBERT: You will have to procure additional machinery of course.

The Minister for Works: Tenders have been called and accepted. Some machinery has been delivered and this money is required to pay for it. Do you desire us to dishonour our undertakings?

Mr. LAMBERT: This is the only opportunity I have of speaking of the necessity for giving serious consideration to the whole question of electrical generation in this State. There is necessity for a big scheme, having for its object the proper utilisation of coal waste in Western Australia, and the production of cheap electrical energy for commercial purposes, thus following the example which is furnished in the Eastern States.

Hon. W. C. Angwin: They are generating power at the East Perth Station cheaper than in any other part of Australia except Tasmania.

Mr. LAMBERT: The hon. member when he makes use of such commonplace utterances, and repeats what other people have said, is showing a total ignorance of the position.

Hon. W. C. Angwin: One of the ablest electricians we can get is in charge of the plant.

Mr. LAMBERT: The hon. member is referring to Mr. Taylor. If that gentleman were consulted to-day, and asked to report on the present policy of electrical generation in Western Australia, I think it would result in a drastic alteration in that policy. When the power station at East Perth was constructed, I understand that Collie coal was costing 13s. a ton. To-day it is costing practically double that amount. The position in Western Australia is serious and this problem should be tackled with determination. In Victoria they have investigated the problem of the utilisation of their brown coal, but apparently in Western Australia we are prepared to go ahead year by year merely increasing our existing plant at East Perth and hauling coal from Collie which could be more profitably utilised at the pit's mouth, where it could be generated and transmitted to Perth by cable.

The CHAIRMAN: The hon. member is proceeding with an academic discussion upon electricity. I do not think this is the place where he should raise such a matter. The hon. member is within his rights if he desires to reduce any item, but to go into a discussion on the merits of a scheme for the utilisation of Collie coal, has nothing whatever to do with the question before the Chair.

Mr. LAMBERT: We are asked to sanction the expenditure of £72,000 for the East Perth electric power station. Surely we have a right to say whether that expenditure is justified in the first place, and also whether some alternative scheme should not be undertaken.

Hon. W. C. Angwin: They would have to get the extra machinery in any case.

Mr. LAMBERT: That is admitted, and I am glad that the progress and prosperity of the metropolitan area is such that an extension is necessary. We have a valuable officer available and I think he should be called upon to prepare

a comprehensive scheme for the utilisation of coal waste at Collie, and the generation of electrical energy on up-to-date methods at the pit's mouth at Collie. Collie is centrally situated so as to distribute power to the various ports along the coast, and also for the establishment of secondary industries of first importance to Western Australia. The member for North Fremantle stated that we were generating current cheaper at East Perth than anywhere else in Australia. The costs here are higher than in Tasmania.

Hon. W. C. Angwin: I said except Tasmania.

Mr. LAMBERT: With the hydro-electric plant they have in Tasmania, they are able to generate power cheaper than we can, and we should take cognisance of these later developments not only in Australia, but in America and Great Britain as well. It was announced recently that a scheme was on foot to spend 50 millions in England where coal and power are cheap. In that scheme, there was a proposal for the centralised distribution of power. If the Premier and the Minister for Works could apply themselves to this subject and if the Minister would be a little less irritable than he apparently is to-night --

The Minister for Works: You are enough to vex a saint.

Mr. LAMBERT: In vexing the Minister, I think he will hardly contend that I am vexing a saint. At present we are hauling Collie coal for a distance of over 100 miles for the purpose of turning it into electrical energy at East Perth, whereas considerable savings could be made if that work were done at Collie itself.

The Premier: We are prepared to admit that.

The Minister for Works: On a point of order, is the hon. member in order in discussing the question of electrical power at Collie under this item?

The CHAIRMAN: I have already told the hon. member that the discussion is out of order. I have no desire to thwart the member's right of speech but he is not, in my opinion, proceeding within the scope of the business before the Chair.

Mr. LAMBERT: I hope these matters will be borne in mind by those responsible in Western Australia, and that the utilisation of our waste coal and its generation at Collie, will receive attention. A report should be received from Mr. Taylor as I have already suggested, and I would ask the Minister responsible to deal with this matter in a comprehensive way. We should not continue hauling coal from Collie in the stupid antiquated fashion we are doing now. I know that the power station at East Perth is a credit to Western Australia, but the progress of electrical generation is going ahead by leaps and bounds.

The MINISTER FOR WORKS: I have taken a note of some of the matters referred to by the member for Coolgardie. They will be placed before the Minister for Railways. On page 24 of the Commissioner's report is a paragraph showing exactly what this money is required for.

Hon. W. C. ANGWIN: Apparently the hon. member knows very little about the position. He has not even read the report dealing with the power station. In all England there is only one power station generating electricity at a lower rate than that achieved at East Perth.

The Government are to be congratulated on that power station. Still, unless the plant is duplicated at an early date, the people of the metropolitan area will be in an awkward position.

The Minister for Works: The stuff is on order.

Hon. W. C. ANGWIN: I know that. This fanciful scheme advocated by the hon. member, which has been introduced by a member of another place who has his own position to consider, is not worthy of serious discussion at the present time. The power station at East Perth is one of the finest in Australia, and the machinery at the station is second to none in the world. Last year the place showed a profit of £4,046.

Vote put and passed.

Vote—Harbours and Rivers, £147,950:

Item, Additions and improvements to jetties, tramways and rolling stock in North-West, £12,000:

Mr. DURACK: Is this the amount estimated for repairs to the jetties of the North-West? If so, it is altogether inadequate. The Wyndham jetty alone requires considerably more than this amount in repairs. For a number of years the repairs have been cut to the bone, and through neglect the jetty has now reached a stage of great disrepair.

The Minister for Works: The money for that is not provided on this item.

Mr. DURACK: I should like to know what works are included in this item.

The MINISTER FOR WORKS: Last year £9,000 was provided for repairs to the old jetty at Wyndham. That work is in hand. Money for the new jetty at Wyndham was provided out of a previous loan allocation. This £12,000 is required for various improvements and extensions of jetties at North-West ports. The amount is by no means enough, but it is all that could be spared. If there is any blame for neglect of repairs, it must attach to the Government, and not to the departmental officers, who have from time to time made known the requirements.

Item, Busselton jetty extension, £5,000:

Mr. BROWN: Is there any demand for this expenditure? In view of the desire of the Committee to limit loan expenditure, I intend to move in the direction of striking out the item.

The MINISTER FOR WORKS: If the Committee wish to strike out this item, I will bow to the decision. The Busselton jetty requires widening and extending for the accommodation of the timber ships that use it. The proposed extension is only 48ft. The harbour master knows his work, and we have considered the matter, which years ago was shelved because the Commissioner of Railways thought it unnecessary. I regard the work as necessary, and should like to see it carried out.

Mr. PICKERING: The amendment moved by the member for Subiaco—

The CHAIRMAN: There is no amendment before the Chair.

Mr. PICKERING: A certain timber company gave a guarantee to pay interest on the cost of this work, and I understand that the interest has been kept paid up. The Busselton jetty is unable to accommodate the class of vessel which calls there: it requires to be widened and provided with additional facilities.

The MINISTER FOR WORKS: The timber company have not guaranteed a cent. They gave a guarantee some years ago for an extension of the jetty but not for this £5,000.

Mr. BROWN: I am dissatisfied with the information given by the Minister as to the need for spending this money. Therefore I move an amendment—

That the item be struck out.

Amendment put and negatived.

Item, Geraldton harbour works, £20,000:

Mr. WILLCOCK: There have been serious misunderstandings regarding public works authorised at Geraldton in the last few years, and I do not wish anything of the kind to happen in connection with the harbour works. The Premier promised that the Minister for Works would visit Geraldton; so far that promise has not been fulfilled. If the Minister does not make the trip within the next month or two the people who thought he was insincere with regard to another public work will have ground for thinking so with regard to the harbour works.

The Minister for Works: They are very suspicious.

Mr. WILLCOCK: That is so. The sooner the Minister visits Geraldton the better it will be. If £20,000 is to be spent before the end of the financial year a start should be made, but I understand that nothing will be done until the Minister visits the place. The Government are impressed with the necessity for harbour works at Geraldton. The future of the whole district depends on the provision of port facilities. Within the last few weeks I attended the base metals conference, where I learned that if it is known definitely that certain facilities will be available within a year or two, the claims of Geraldton as the site for the smelting works will be greatly strengthened.

The MINISTER FOR WORKS: I wish the hon. member would omit those hints about insincerity. The Geraldton people are suspicious, and if they do not get exactly what they want, they are apt to impugn the sincerity and veracity of a man's statement. Some months ago they did me the honour to question in the public Press my word with regard to the water supply, and apparently the hon. member is prepared to do the same with regard to the harbour works.

Mr. Willcock: Not at all.

The MINISTER FOR WORKS: If I go to Geraldton I shall tell the people what I am saying here. I would not permit the hon. member or the people of Geraldton to impugn my word. It has been the intention of the Government and my desire that I should visit Geraldton in connection with the starting of the harbour works. I have endeavoured to find time to get away, but have not been able to do so, partly owing to private reasons and partly owing to reasons of which the Premier is aware and of which the hon. member may be aware in a few days. The visit will be made early in the new year. The £20,000 carries with it a provision for the opening up of the quarry

at White Peak, and the Engineer-in-Chief is not desirous that the quarry should be opened up until the Minister has inspected it. Even if I could have gone to Geraldton within the last fortnight it would have been useless because the Engineer-in-Chief has been on the sick list. If the member for Geraldton considers there is any insincerity about that, he can have the doctor's certificate. The rest of the money is to be utilised for railway connections, sidings, and points. If possible we shall make a start on the breakwater before the 30th June.

Item, Boring for water on stock routes, etc., £4,000:

Mr. CHESSON: Last year the expenditure on this item was £2,508, and though this year's amount is larger it is not sufficient. Considerable stock is coming down by these routes, but more would be travelled if more wells were provided. The routes extend through the Murchison to the North-West, and a greater amount should have been provided to facilitate the travelling of cattle and sheep to the metropolitan area.

The MINISTER FOR WORKS: The details of this item are:—Improvements to existing stock routes £1,000, amount to be spent on new stock routes £1,000, amount to be spent on the North-West stock routes £2,000. Provision is made for improvements to and watering facilities on the existing stock routes. The amount provided will be as much as we can spend by the 30th June with the staff at our command.

12 o'clock midnight.

Item, Sewerage, Perth and Fremantle, £36,500:

Hon. W. C. ANGWIN: Seeing that the people in the metropolitan area cannot obtain sufficient water for their household needs it is wrong to continue a sewerage system, which will mean a further drain upon the supply. The Minister has told us that it will probably be three or four years before an adequate water supply is obtained, and yet he proposes to carry on works which cannot be completed and used until the water is available. It is the duty of the Minister to postpone the construction of those works until such time as the necessary water supply is forthcoming. Another point about the matter is that by the time these works are really required the cost of the materials incidental to their completion will probably have fallen considerably. To proceed with them now will only add unnecessarily to the burdens of the taxpayer in the metropolitan area.

The MINISTER FOR WORKS: This item includes settling pits at Burswood Island, filter beds, and reticulation areas at Mt. Lawley, all of which works are now going on. It covers also the resumption of certain land in connection with the Subiaco sewerage service. A sum of £9,000 is also provided for storm water works and sewerage at Maylands. This work must be carried out because of the accumulation of water

there. Another amount, £5,000, is to cover the cost of surveys, etc., in connection with the Canning scheme.

Mr. Brown: Is there any item on the Estimates for drainage at Shenton Park and Jolimont?

The MINISTER FOR WORKS: If it is possible to deal with these places they can be dealt with under the heading of "general." We have been threatened with lawsuits over the accumulation of water at Jolimont, and it would be injudicious to say too much about the matter at present.

Item: Murchison and Peak Hill goldfields, £1,200:

Mr. CHESSON: This is a small amount for a very large district. The Cue-Day Dawn-Laverton water pipes have been in for 20 years, and there have been severe bursts recently. What steps are being taken to keep the mains on the Murchison in repair, and to provide water supplies elsewhere in the district?

The MINISTER FOR WORKS: This amount is for the purpose of improving existing water supplies at Meekatharra, Cue, and Day Dawn. I quite understand the hon. member's anxiety; and even though the water supply to which he refers is the reverse of prosperous, the necessity for expenditure on it is recognised.

Item, Goldfields Water Supply, £100,300:

Mr. LUTEY: I congratulate the Government on the assistance they have rendered to new finds on the Eastern Goldfields, particularly St. Ives. In my district there are, unfortunately, many men suffering from miner's complaint, men on the mine workers' relief fund, and old age pensioners, and they are paying the annual charge of 10s. for meter rents. Usually, this charge is cut out in excess water; but the men I refer to use no excess water, and urge the Minister to remit the charge in their case. Alternatively, the meters might be taken away from their premises, where they are not required; and then there would be no occasion to charge meter rents.

The MINISTER FOR WORKS: I thank the hon. member for his appreciative remarks, and may mention that this amount includes £65,000 for Hampton Plains water supply, and £16,000 for water supply to the Southern Cross Government battery; also extensions to Goomalling and Toodyay, £18,000. As to meter rents, if the Water Supply Department is to be made a benevolent institution, the Act governing it must be amended. It is not business to supply water without checking the consumption. The history of the Goldfields Water Supply Scheme prior to the installation of meters was most unfortunate.

Mr. LUTEY: Surely the meters might be removed in the cases I refer to if there is no garden attached to the premises.

The Minister for Works: I will look into the matter further.

Mr. LUTHEY: The relief I suggest would be greatly appreciated by men who have pioneered this country, and many of whom have lost their health in doing so. They are men who have done as much for this country as any pastoralist or agriculturist has done.

Mr. DUFF: Has the Minister any intention of reducing the price of water at Westonia?

The Minister for Works: No.

Mr. DUFF: We have been banging away at the Minister for the last three or four years without getting any satisfaction as to the charge of 10s. per thousand. The water is supplied by gravitation, and the services of only one man are required in connection with it. The cost of the scheme was repaid in the first year of its operations. If so much assistance is to be rendered to the farming industry, why should not struggling mines be helped?

The MINISTER FOR WORKS: The hon. member and I look at this matter from a different standpoint. If I entered into a contract with anyone, I would regard it as my duty to carry out that contract. I should not come squeaking to the Minister either in his office or in Parliament with a suggestion that I should be allowed to evade my responsibilities to carry out the undertaking. The people of Westonia have undertaken certain responsibilities and so far as I am concerned they have to abide by their contract.

Vote put and passed.

Vote—Development of goldfields and mineral resources, £55,750—agreed to.

Vote—Development of agriculture, £2,255, 100:

Mr. DURACK: Among the items comprised in the vote is one dealing with abat-tours and freezing works at Wyndham. Two amounts are mentioned, namely £65,000 and £15,000. Is that money to be spent at Wyndham?

The PREMIER: Certain additions have to be made at the Wyndham Freezing Works and that work is provided for, among others, in the amounts mentioned.

Vote put and passed.

Vote—Roads and bridges, public buildings, etc., £80,150—agreed to.

Vote—Other undertakings, £188,700:

Item, Fisheries, £10,000:

Hon. W. C. ANGWIN: I understood that the State trawler was wrecked. What is the intention regarding this amount of £10,000?

The PREMIER: We are not able to go ahead with trawling operations at present, but if it is possible to get a cheap boat, trawling operations will be proceeded with. For that reason, the money is provided.

Vote put and passed.

This completed the Loan Estimates for the year.

[The Speaker resumed the Chair.]

Resolutions reported and the report adopted.

House adjourned at 12.25 a.m. (Saturday.)

## Legislative Council,

Tuesday, 14th December, 1920.

	PAGE
Select Committee, Opticians' Bill, extension of time	2333
Bills: Factories and Shops, recom.	2338
Stamp Act Amendment, 1s.	2348
Meekatharra-Horseshoe Railway, 2s., Com.	2348
Appropriation 1s.	2361

The PRESIDENT took the Chair at 3 p.m., and read prayers.

### SELECT COMMITTEE, OPTICIANS BILL.

Extension of Time.

On motion by Hon. J. Cornell, the time for bringing up the report of the select committee was extended for two days.

### BILL—FACTORIES AND SHOPS.

Order read for adoption of report of Committee.

The MINISTER FOR EDUCATION: I move—

That the Bill be recommitted for the purpose of further considering Clauses 4, 14, 35, 100, 105, 106, 122, the Fourth Schedule, and the Sixth Schedule.

Hon. J. J. HOLMES: I desire to have the Bill recommitted for the purpose of further considering Clauses 52 and 113, and a new clause, to stand as Clause 101, dealing with the opening and closing of butchers' shops throughout the State.

Hon. A. SANDERSON: I desire to have the Bill recommitted for the purpose of considering a new clause to stand as Clause 156.

Hon. H. STEWART: I desire to have the Bill recommitted for the purpose of further considering Clause 104.

The PRESIDENT: Has the leader of the House any objection to the recommitment of the Bill for the further consideration of these additional clauses and the consideration of the new clauses?

The MINISTER FOR EDUCATION: No.