

Australia that are worth visiting and I think the people should realise the advantages this State possesses. They should be encouraged to spend their money in Western Australia instead of going elsewhere.

Mr. PICKERING: I wish to devote a word of praise to the officer controlling the Tourist Department. I am satisfied he is fully seized with the beauties of the electorate of Sussex and the remarks of the Leader of the Opposition apply in no way to Busselton.

Hon. P. Collier: Oh, no!

Mr. PICKERING: The yearly increase in the number of visitors to that resort is a sufficient refutation of such a statement. If the townspeople of Busselton acted as the Leader of the Opposition indicated, we would not have our accommodation over-taxed. In developing the beauty spots of our State, we are keeping in line with the Eastern States and New Zealand. The Tourist Department is warranted by the increased revenue brought to the railways and other public conveniences.

Mr. MUNSIE: I have no fault to find with the officers of the Tourist Department. In Western Australia we have some of the finest pleasure resorts to be found in the Commonwealth, but we have some of our best resorts that are absolutely neglected. Has the Premier any information to give the Committee regarding extra accommodation to be provided at the Cave House, where, as soon as the warm weather sets in, the manager has to refuse applications for accommodation.

The Premier: That will always be so.

Mr. MUNSIE: Two years ago, we discussed this matter and promises were made that alterations would be effected at the Cave House. Can the Premier inform the Committee whether anything has been done? It seems to me that the officers of the Tourist Department are trying to popularise unpopular trips as against doing something to popularise further the more popular resorts that we have.

Hon. W. C. ANGWIN: I should like to know if this department is responsible for defacing the railway carriages with a lot of cheap advertisements.

The Premier: No, that is done by the Railway Department.

Hon. W. C. ANGWIN: Well, the placards, or some of them, are advertising the Tourist Department. Railway carriages ought not to be disfigured in that way.

Hon. P. Collier: It displays the taste of an aborigine. They have somebody's beer advertised all over the dining cars.

The PREMIER: I agree that it amounts to a defacement, but the responsibility is with the Railway Department. I will mention it to the Commissioner of Railways.

Mr. A. THOMSON: There is one direction in which the department might extend its activities. A large number of passenger steamers come to Fremantle, and people getting off those boats for a few hours know not where to go for a little trip. I have had the pleasure of directing some of them to Point Walter

and other agreeable places. If a little tourist literature were distributed on those boats, it would be an advantage. The expenditure incurred in printing would be more than recouped in railway and tramway fares.

Vote put and passed.

Vote, Literary and Scientific Grants, £9,250—agreed to.

Progress reported.

PAPERS—AUDITOR GENERAL'S REPORT, PUBLIC ACCOUNTS.

Hon. P. COLLIER: I should like to know when the report of the Auditor General will be made available. I think we ought to have it before we proceed very far with the discussion of the Estimates. Also, the Premier might tell us when the Public Accounts, usually presented with the Estimates, will be made available.

The PREMIER: I will inquire, and will let the hon. member know.

House adjourned at 10.36 p.m.

Legislative Council,

Thursday, 26th October, 1922.

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

QUESTION—GERALDTON BOAT SLIP.

Hon. J. W. HICKEY asked the Minister for Education: 1, In view of the fact that the answers given to the questions asked by the Hon. J. Mills in connection with the Geraldton boat slip are in direct opposition to the statements made by local residents, will he state the source from which he received his information? 2, Is he aware that two or more boats are absolutely prohibited from going

on the slip by those who own and control it? 3, Is he aware that other boats cannot utilise the slip on account of the crude hauling facilities which entail the employment of outside labour to haul them up? 4, Is he aware that the "Magnolia," a Geraldton fishing boat, is at present at Fremantle for repairs, owing to the fact that the slip at Geraldton is inefficient?

The MINISTER FOR EDUCATION replied: 1, Mr. Phair, Inspector of Works, Geraldton, forwarded report from Mr. Sinclair re the "Wanderer," which was successfully slipped on 14th September. 2, 3, and 4, Inquiry will be made; it is understood three boats only do not use the slip.

QUESTION—GERALDTON JETTY.

Experience of s.s. "Bambra."

Hon. J. W. HICKEY asked the Minister for Education: 1, Has the manager of the State Steamship Service received a report from the Geraldton agents, Messrs. Frank Green & Co., in reference to the experience of the "Bambra" at the Geraldton jetty on Wednesday, 18th inst.? 2, What is the estimated extent of the loss sustained by the Government in connection therewith, including that caused by the failure of the "Bambra" to discharge or lift cargo? 3, In order to prevent similar occurrences in future, will the Government take immediate steps to improve the harbour and berthing facilities at the port?

The MINISTER FOR EDUCATION replied: 1, Yes. 2, The loss is estimated between £300 and £400. 3, The matter will receive consideration.

QUESTION—HOSPITAL NURSES, HOURS OF DUTY.

Hon. J. W. HICKEY asked the Minister for Education: 1, At what hours do the nurses at the Government hospitals commence work when on day shift? 2, At what hour do they cease work? 3, Do the night nurses work a corresponding number of hours? 4, Does the Minister know of any other profession in which persons, male or female, are called upon to work such long hours as nurses?

The MINISTER FOR EDUCATION replied: 1, 7 a.m. 2, 7 p.m., with two hours off during the day. 3, Yes, but with less time off duty. 4, Yes—the medical profession.

QUESTION—MIDLAND RAILWAY COMPANY, LAND SETTLEMENT.

Hon. J. W. HICKEY (for Hon. T. Moore) asked the Minister for Education: 1, Was a condition embodied in the agreement between the Midland Railway Company and Western Australian Government that a certain number of people per year were to be settled on the land by the said company? 2, If so, what was

the number? 3, Has that condition been complied with?

The MINISTER FOR EDUCATION replied: 1 and 2, Clause 45 of the concession of 27th February, 1886, provided for the introduction by the concessionaire within seven years of 5,000 adult immigrants of European extraction. 3, That condition was waived by the Government prior to 1892.

BILL—COMPANIES ACT AMENDMENT.

Report of Committee adopted.

BILL—GERALDTON RACECOURSE.

Second Reading.

The MINISTER FOR EDUCATION (Hon. H. P. Colebatch—East) [4.37] in moving the second reading said: The Bill is somewhat similar in character to those relating to other places which have been passed by Parliament during the last two or three sessions. One I have in mind was the Narrogin Racecourse Bill. In that case the race club was permitted to sell a large block of land not conveniently situated, and to co-operate with the agricultural society and other bodies in establishing a common ground. I visited the Narrogin show the other day, and there saw that a very great benefit had accrued to the whole community by the readjustment of the ground. Instead of having four or five small grounds to maintain, they now have the one ground for all purposes. In the case of Geraldton, there is at a little distance from the town an area of 200 acres set apart for racecourse purposes. It is held by the Victoria Turf Club as trustees under a 999 years' lease. It is desired that this land should be granted to them in fee simple, free from all trusts, and that they may be given permission to sell it. They desire to sell it in order that the proceeds may be applied to the construction and improvement of a racecourse on a more suitable area. The area on which they propose to construct it is reserved for a show ground, and extensive improvements have been effected thereon for show purposes. A 999 years' lease has been approved to the Victoria District Agricultural Society. It is proposed that the total area shall be reserved for a show ground and racecourse. After the passing of the Bill, one portion of the ground will be used for a racecourse and the other portion for the agricultural society. The turf club has advised the Lands Department in writing that it is desirous of selling the present racecourse for the object set out, and the agricultural society has advised the department that it is prepared to lease portion of its ground, approximately 54 acres, to the race club. In this case the combination is not a general one, as at Narrogin, but the agricultural society and the

race club are in agreement on the matter. I move—

That the Bill be now read a second time.

Hon. J. MILLS (Central) [4.40]: The present racecourse at Geraldton has always been considered unsatisfactory, owing to the variety of country over which the running track passes. It is proposed to acquire the new area provided for in the Bill, which is near to other sports grounds, the polo ground, show ground, and golf links, and is adjacent to road and railway. At present the appointments on the racecourse are very much decayed, and riddled by white ants, and a considerable sum of money will have to be expended to put them in order again. This it is thought to be an opportune time to make the change of ground, provided the approval of Parliament can be obtained. The change will not hurt anybody in any way. There is neither public house nor restaurant anywhere near the old course. To move it a couple of miles nearer the town will be merely conveniencing the public. I have pleasure in supporting the second reading.

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.

BILL—DAIRY INDUSTRY.

Second Reading.

The MINISTER FOR EDUCATION (Hon. H. P. Colebatch—East) [4.45] in moving the second reading said: In some respects this Bill may be regarded as one of the most important we shall be called upon to deal with this session, although it is a comparatively small and simple one. The subject was discussed exhaustively at the conference of Ministers for Agriculture which was held in Perth some little time ago. Western Australia is the only State, I think, that has not a Dairy Industry Act in some form or other. The industry here is in its infancy, but is growing rapidly. Undoubtedly now is the right time to pass legislation in order that it may be established on a thoroughly satisfactory basis. With the present immigration proposals and the group settlement in the South-West there should be an enormous increase in our dairy production in a short time. It is necessary that we should put our house in order so that we may be in a position as soon as possible to take our share in the export trade. The industry is one which should be controlled from start to finish. The cows and the dairy farms generally need inspection and testing, and right up to the finished article there should be some form of control over the industry to ensure the production of the best possible article. Last year up

to the 30th June we imported butter of Australian origin to the extent of 5,812,201lbs., valued at £440,384. That is equal to considerably over £1,000 per day. We also imported margarine from the Eastern States to the value of £16,338. According to the figures of the Government Statistician for the calendar year ended 31st December last, we produced 2,658,000lbs. of butter, the value of which would be roughly over a quarter of a million sterling. It is obvious that the industry has reached reasonable proportions. In the same period approximately one million pounds weight of margarine, valued at £67,306 was imported into Western Australia. It is considered that this introduction of margarine constitutes a grave menace to the butter industry. Margarine is a food, and, so long as it is properly described and not sold to people under any false pretence, no objection can be raised to it. So long as the people know what they are doing they are welcome to buy it.

Hon. F. A. Baglin: Is it a good food?

The MINISTER FOR EDUCATION: Yes, but not as good as butter. At one time people were under the impression that margarine was an effective substitute for butter, but that idea has now been exploded. No authority, I believe, now suggests that margarine is the equal of butter.

Hon. F. E. S. Willmott: That is because they put 60 per cent. of butter into margarine.

The MINISTER FOR EDUCATION: It lacks certain valued products that are found in butter. This Bill is not an attack upon margarine. People will still be at liberty to buy it. The effect of the Bill should, however, be to reduce the price of margarine without interfering with its quality.

Hon. J. Duffell: You do not infer that butter fats are used in the manufacture of margarine?

The MINISTER FOR EDUCATION: Yes. It is known that margarine is often coloured, and to a certain extent mixed with pure butter. It is used particularly in the metropolitan area to take the place of butter. So long as people know what they are buying, and pay for it accordingly, no objection is raised. This Bill does not attack margarine from that point of view, but it does endeavour to prevent its sale as butter.

Hon. J. Cornell: The purchase of margarine is an outward indication of poverty and nothing else.

The MINISTER FOR EDUCATION: That may be the case. This Bill aims at making margarine cheaper. At the present time there is no doubt that it is mixed with butter. It is sold at an increased value, over and above the value of the margarine, that far exceeds the value of the small amount of butter put into it.

Hon. F. A. Baglin: When butter is dear, margarine is also dear.

THE MINISTER FOR EDUCATION : That is so. In the other States, with the exception of South Australia, steps have been taken to control the margarine industry in the manner intended by this Bill. At the conference of Ministers for Agriculture, the Minister for Agriculture in South Australia (Mr. Pascoe), and the Minister for Agriculture in this State, gave an undertaking to other members of the conference that they would submit to their respective Parliaments legislation dealing with this matter. This Bill is on similar lines to the Acts that are in force in the other States. It follows most closely the New South Wales Act of 1915. It aims at the control of the dairy industry from the cow to the factory; the grading of milk and dairy products; the registration of all dairy produce and factories, and inspection and instruction conjointly; the issue of certificates or permits to persons competent to grade cream and test milk and cream; and there is also provision that only persons with such certificates may grade or test. The Bill may compel the making of returns by manufacturers to the Department of Agriculture, and there is also provision for the distribution of the over-run on a pro rata basis. The Bill is a dairy farmers' protection measure in its first essence. It provides for instruction, and for the inspection of dairy farms and butter factories respectively by qualified and trained officers of the Agricultural Department. These instructions will be continued from the source of supply through the manufacturing stages to the distribution and selling. In the manufacturing stages the inspector will give instructions in the various faults of manufacture, check-grade the cream and milk arriving, and after locating the source of inferior milk or cream he will endeavour to trace up and find the supplier and help him to make his product of first rate quality.

Hon. J. J. Holmes: Who will pay for all this inspection?

Hon. J. Cornell: The regulations will attend to that.

THE MINISTER FOR EDUCATION : I do not think it will involve any, or if any, not much increased inspection. I do not think it can be suggested that the industry is of such little importance that what is necessary to be done ought not to be done.

Hon. F. E. S. Willmott: Surely the industry is worth that.

THE MINISTER FOR EDUCATION : I hope if there is anything in the Bill regarding inspection or anything else that is unnecessary to the industry, the House will delete it.

Hon. A. Lovekin: Put up the fees in the form of a schedule.

THE MINISTER FOR EDUCATION : Another direction in which the measure will protect and assist the dairy farmer is by ensuring that the whole of the butter made by the factory shall be paid for to the man who supplies the cream. Under present conditions

he does not get paid for all the butter fat he supplies. The measure of ensuring this is by making the factory distribute the value of the over-run to the farmer. The over-run is arrived at in this way: Assuming that 200 lbs. weight of cream would make 100 lbs. of butter fat, the person delivering that 200 lbs. of cream, if butter fat was being purchased at 2s. a lb.—I think it is less than that now—would receive £10 for his 200 lbs. weight of cream, representing the 100 lbs. of butter fat. The 100 lbs. of butter fat makes more than 100 lbs. of butter. These figures are liable to variation, but not to any great extent. In 100 lbs. of butter there would be 82½ lbs. of butter fat, 16½ lbs. of water, and the remaining one per cent. would be principally salt.

Hon. E. Rose: One hundred lbs. of butter fat would make 116 lbs. of butter. Sixteen per cent. is allowed as the maximum for the over-run.

THE MINISTER FOR EDUCATION : In 100 lbs. of butter there would be 16 per cent. of water and 1½ per cent. chiefly of salt, with a small percentage of casein (a cheesy matter out of the milk), and 82½ lbs. of butter fat, making up the 100 lbs. The percentages may vary to some extent, the butter fat sometimes being 83 per cent. or sometimes 82 per cent. Therefore 100 lbs. of butter fat would make something over 120 lbs. of butter.

Hon. E. Rose: Twenty per cent. would be too much for moisture.

THE MINISTER FOR EDUCATION : That is not 20 per cent. One hundred pounds of butter fat, making 120 lbs. of butter, has not an addition of 20 per cent. of water. If we added 20 per cent. to the 80 per cent., making 100, it would be an addition of 20 per cent., but in this case it is only an addition of about 17½ per cent. of water. There are at present in Western Australia nine butter factories, and one other is in course of formation. One is privately owned, and the other eight are co-operative factories.

Hon. E. Rose: And the Government factories?

THE MINISTER FOR EDUCATION : Yes, and the co-operative factories. This Bill is not aimed against the private factory, and no one has a word to say against it that I know of. All these factories are operated on the same principle in the way they pay the dairy farmer for his butter fat. They test his cream for butter fat and pay accordingly. The object of the provision in regard to the so-called over-run is to ensure that he shall be paid for all that his butter fat produces, and to prevent the factory, whether co-operative, Government, or private, from using the over-run, to pay for faulty management. The factories charge for all their expenses, their management costs, and depreciation, their profits, etc., as against the price they give for the cream and the price they get for the butter. The balance over and above these things is supposed to be returned to the producer on the basis of the butter fat value of the cream supplied.

Hon. G. W. Miles: Is that the case of a private factory too?

The MINISTER FOR EDUCATION: Yes.

Hon. E. Rose: What about the co-operative factories?

The MINISTER FOR EDUCATION: They are supposed to act in this way too.

Hon. F. E. S. Willmott: The profits are divided amongst the shareholders, and do not go to the unfortunate man who is not a shareholder.

The MINISTER FOR EDUCATION: The intention is to prevent them from covering up excessive costs, which ought to be reduced, and to prevent them making surreptitious profits. If this provision in regard to the distribution of the general proceeds is agreed to, that will be the effect of it.

Hon. G. W. Miles: Do you limit the profits of private factories?

The MINISTER FOR EDUCATION: Not under this Bill. This is the system that is being carried out. They can charge what they like so long as the customers know what they are getting. The private factory people probably sell all they have at once, and on the re-sale the price would be based on the market price of the commodity. There is no limit so far as that is concerned. The Bill is also intended to prevent what is regarded as a very pernicious practice, namely, the payment of top prices for inferior cream. As it is at present, some factories pay the same amount for the inferior article, and the producer of the cream, being satisfied with the return he gets, makes no attempt to improve his product. It is unfair to the good article, it is unfair to the supplier of first grade cream and it is injurious to the industry as well.

Hon. J. Duffell: Have there been any complaints in Western Australia in that regard?

Hon. F. E. S. Willmott: Tons of them.

Hon. J. Cornell: There have been a lot of complaints about the quality of the butter.

Hon. F. E. S. Willmott: That is due to the inferior quality of the cream.

The MINISTER FOR EDUCATION: When the butter has been graded, advice notices are sent to factories informing them of the conditions of the butter, and, if it is inferior, of the cause and remedy. These notices are followed up where necessary, by visits with a view to overcoming the trouble and improving the quality of the inferior cream. It is agreed that the grading of the cream will assure top prices for the good article. The Bill will also provide against the selling of inferior butter purporting to be a certain brand. At the present time, there is nothing to prevent inferior butter being sold, the assumption being that it is first-class factory butter. That has been done, although it may be that the butter is not a factory-made article at all. It may be farm butter, which is thoroughly good when it is made, but it will not keep. Still, the fact remains that such hand-made butter is sold as factory butter and this has had a damaging effect on

the sale of factory butter in Western Australia.

Hon. J. Duffell: Unfortunately, that prevails in connection with other goods as well.

The MINISTER FOR EDUCATION: That is quite so, but it can be stopped in regard to butter and it should be stopped in the interests of the industry. The Bill also aims at regulating and improving the storage and transit of milk, cream, butter and all dairy produce. It also regulates the manufacture of margarine. The sale of margarine is regarded as a menace to the sale of butter for the reason that it is frequently placed before the public as butter.

Hon. E. Rose: This means that a lot more trouble will have to be taken in sending in returns every week to suppliers of cream.

The MINISTER FOR EDUCATION: I do not intend to deal at length with the details of the Bill, but to refer to the principles at the present stage. Clause 2 deals with the matter of interpretations. Clause 3 provides for the registration of premises. It provides that existing premises may continue for six months after the commencement of the Act without registration. It also provides that the premises of a farmer used by him for the preparation or storage of dairy produce shall not be deemed a dairy produce factory or store within the meaning of the Act, unless the Minister may require him to be so registered. That would be when it was considered that his operations were on such a scale that his premises should be treated as a factory.

Hon. J. Duffell: That would not apply to a farmer owning two or three cows.

The MINISTER FOR EDUCATION: No, not at all, unless the Minister considers that he is doing such a business that it is proper that he shall be registered.

Hon. J. Duffell: The quantity to be manufactured should be stated in the clause.

Hon. R. D. Ardagh: Unless that is done, an inspector may say the manufacture of two or three lbs. of butter requires the registration of the premises.

The MINISTER FOR EDUCATION: I do not think that would occur. Clause 8 deals with the appointment of inspectors. This is a matter to which Mr. Holmes made reference. It says that the Minister may, by notification in the "Gazette," appoint such persons as he may think fit to be inspectors for the purposes of this Act. At present there is only one dairy inspector and it is realised that it is essential, whether the Bill be passed or not, to appoint another inspector. We must have two inspectors to do this work irrespective of the Bill. It is considered that two inspectors will be sufficient for the time being, although as the industry grows and more factories are established, it will be necessary in time, we hope, to appoint another inspector. The industry surely will justify that, and there should be no objection to such a course. Clauses 9 and 10 deal with the powers of the inspectors. It will be found that they are entirely reasonable.

Hon. J. Cornell: Those powers are what we give them; they are not the powers they take.

The MINISTER FOR EDUCATION: They cannot take more power than is given to them under the Act.

Hon. J. Cornell: Can't they.

Hon. F. E. S. Willmott: Well, we will watch them in that regard.

The MINISTER FOR EDUCATION: Clause 11 deals with the payment for cream. It provides that cream supplied to the dairy produce factory shall, according to the grade of the cream, be paid for on the basis of the butter fat results, estimated in the prescribed manner. It is provided that where the value of the butter obtained from the cream exceeds that estimated, such excess shall be credited to the persons who supplied the cream, less the charges to be stated and levied by the manager. That is in order to give the dairy farmer the benefit of what is known as the over-run.

Hon. G. W. Miles: Is each lot of cream supplied, tested now?

The MINISTER FOR EDUCATION: Every bit of cream is tested because that is the only way on which the factories can pay the producers. They cannot even approximate the amount to be paid unless the cream is tested.

Hon. F. E. S. Willmott: You have to write and shake them up a bit and then they come to light with a bit more money for the farmers.

The MINISTER FOR EDUCATION: Reference is also made in the clause to milk supplied to a dairy produce factory for the manufacture of cheese, condensed milk and dry milk. We have none of those articles manufactured in the State at the present time, but we hope that in due course those industries will be established. The proper place to provide for those things is in this Bill, and we have provided for them accordingly. Clause 12 deals with the grading of cream. This is a very important clause, and I believe some of the factories are not quite prepared to accept the provision in this form. It is deserving of close consideration by the House. It provides that the manager of every dairy produce factory shall grade, or cause to be graded, according to quality, all cream which is supplied to him and in manufacturing butter therefrom, shall keep apart and not blend or mix, either as cream or butter, the various grades. It is also provided that it shall not be compulsory to grade cream in more than three qualities. There is provision as well that all cream graded as "choice" or "first grade" must be pasteurised.

Hon. J. Cornell: Is there no standard for butter?

The MINISTER FOR EDUCATION: There is no reason why Western Australian butter should not rank as high in quality as any of the imported butter, but it does not do so for the reason that in a great many factories this provision for separating the

different grades of cream is not observed. At the present time there are a lot of small dairy farmers and it takes a long time, relatively speaking, in an industry like this to get sufficient cream to take to the factory. Unless this grading is carried out, the new cream which may be brought in every day gets mixed with cream that has been accumulating for several days. That is where we get our inferior grades of butter from today. The Bill provides that the factory must grade the cream, and it can be graded into three qualities, but that which is graded as "first class" or "choice" must be pasteurised. We should secure for our choice butter as good a name as any of the Eastern States butters have got for quality, keeping, and in every other particular. It will be a very important step forward so far as the butter manufacturing industry is concerned, if this is effectively carried out.

Hon. F. E. S. Willmott: They do not like it now.

The MINISTER FOR EDUCATION: It is also provided that butter made from cream which has been graded shall be put up in packages bearing a brand registered under the Act, representing the grade or quality of the butter. That is a very necessary provision if the matter of grading is to be of any value. Clause 13 also provides for the return of putrescent cream.

Hon. J. Duffell: Before you pass Clause 12, will you explain the meaning of the last paragraph regarding butter made by farmers?

The MINISTER FOR EDUCATION: That paragraph provides that butter made by a farmer otherwise than in a registered dairy produce factory, shall not be sold or kept for sale unless in packages with the words "farm butter" appearing thereon. This provides that the farmer's premises shall be exempt and they shall not be allowed to sell their butter unless it is packed and branded as such.

Hon. J. Duffell: Do you think that is necessary?

The MINISTER FOR EDUCATION: I think so. In Subclause 3 we provide that all butter made from cream that has been graded must be put up in packages bearing the brand to show the grade and quality of that butter. If we make an exception of the farmer so that he can carry on the business in other than registered premises, it will not be expected that he shall come under the provisions of the Act. If he makes butter without the supervision provided in the Bill, it should be provided that he must label his butter to show that it has been so made.

Hon. J. Duffell: It seems to me that a farmer may be making 8lbs. or 10lbs. of butter and he may be put to a considerable amount of expense under the Bill.

The MINISTER FOR EDUCATION: The clause refers only to butter that is sold.

Hon. J. Duffell: He may be selling to neighbours.

Hon. F. E. S. Willmott: This is only a very simple matter. It is very simple to get a brand.

The MINISTER FOR EDUCATION: I do not see how we can reasonably impose these conditions on butter manufactured in a factory and then allow someone else to sell butter without any of these restrictions.

Hon. E. Rose: That is quite right.

Hon. J. Duffell: It does not appeal to me as being necessary.

The MINISTER FOR EDUCATION: We can discuss that aspect in Committee. I think it is necessary if we wish to protect factory produced butter so that it may be a high grade article, which will bear comparison with any imported butter that people may be able to buy.

Hon. J. Cornell: And they should know the grade they are buying, too.

The MINISTER FOR EDUCATION: Exactly. Clause 13 is a very simple one. Clause 14 provides that after the expiration of six months from the commencement of the Act, every person employed to test milk or cream, or to grade cream supplied to a dairy produce factory, shall have the qualifications and pass the examination prescribed. It will be agreed that the grading of cream in a factory must call for a certain amount of skill. It is not difficult to obtain the necessary qualification. Early this year or last year, a dairy course was held at the University for graders and testers. Those who qualified received certificates. It was a short course running for a fortnight or so and nine factory workers participated in the course. Of those, five were granted their certificates after examination. Provision is made in this measure, similarly to that appearing in other Acts of a like nature, that any person who is at the commencement of the Act, and has been continuously employed in this work for a period of one year, may be exempt from such examination on passing a practical test as prescribed. It will thus be seen that we need not fear any hardship but there is every necessity for people being competent to undertake this work. Provision is made for the grading of butter for export.

Hon. G. W. Miles: Why not for sale, too?

The MINISTER FOR EDUCATION: Clause 12 provides for the grading of that butter.

Hon. J. Cornell: It does not say that.

The MINISTER FOR EDUCATION: It says that "all butter made from cream which has been graded shall be put up in packages bearing a brand registered under this Act representing the grade or quality of the butter." The provision for the export trade is looking ahead a bit, but I hope it will not be long before we are engaged in the export of butter and sending away a thoroughly good article. Then come the clauses dealing with margarine. It is proposed that butter and margarine shall not be manufactured in the same premises, and margarine containing more than 5 per cent. of butter fat shall not be

manufactured or sold. The present practice is to include a great deal more than 5 per cent. of butter fat in margarine and assuming that margarine is worth 1s. 6d. a lb., after the butter fat is included, the margarine is sold at 2s. The extra 6d. represents far more than the value of the butter fat put into the margarine. This restriction will have the effect of not only protecting butter against unfair competition by an inferior article, but will also place margarine on the market at its proper value. I believe that in some States 10 per cent. of butter fat is allowed, but the reason given for restricting it to 5 per cent. here is that some Western Australian butters are very highly coloured, and if we permitted the use of 10 per cent. in margarine, it would be no longer possible to prevent the sale and consumption of margarine as butter. Clause 19 prohibits the use of colouring matter in margarine.

Hon. J. J. Holmes: Injurious or otherwise?

The MINISTER FOR EDUCATION: Yes; merely to prevent deception.

Hon. J. Duffell: If this measure is carried in its entirety very little margarine will be sold.

The MINISTER FOR EDUCATION: If that is so, it will justify the passing of the Bill. If margarine cannot be sold on its own merits, it should not be sold at all. People should know what they are buying. Margarine is a food and a good food. It is recognised as such by all authorities, but it is agreed that it does not possess the advantages of butter.

Hon. J. Duffell: I have sold tons of it.

The MINISTER FOR EDUCATION: I think it is generally agreed by the medical authorities that a child brought up on margarine has not the same chance as a child brought up on butter.

Hon. J. Duffell: Margarine is sold principally for the manufacture of pastry.

The MINISTER FOR EDUCATION: This Bill does not attempt to prevent either the manufacture or the use of margarine. It is merely intended to prevent margarine being sold or used as butter. When I say "used" as against "sold," I mean that a restaurant or public house might buy margarine knowing what it was, but it might go on the table as butter. The principal ingredient of margarine can be bought in this State at 1s. 1½d. per lb. and, with the addition of about one-tenth of a pennyworth of colouring matter per lb., which is neither harmful nor of any food value, it is retailed at 1s. 9d. per lb.

Hon. J. Cornell: That is after it has been camouflaged.

The MINISTER FOR EDUCATION: This shows a very large profit, due to its having the appearance of butter. Uncoloured, it probably could not be sold for more than about 1s. 4d. per lb., but even that would return a fair and reasonable profit. The manufacturers of margarine will have to be satisfied with a smaller profit, and what margarine is sold will be sold much cheaper. We have to consider the plant and equipment of our dairies and the very large amount of money

which the industry represents. Raw material for margarine is produced, generally speaking, in other parts of the world by coloured labour. There are five margarine factories in Western Australia. The land and buildings are valued at £5,117 and the plant and machinery £1,945, a total of £7,062 being invested in the industry.

Hon. J. W. Kirwan: Where are those factories?

The MINISTER FOR EDUCATION: One is in Perth and another in Fremantle. I presume the others are in the metropolitan area.

Hon. J. Cornell: Compensate them and close them up.

The MINISTER FOR EDUCATION: They will still be able to carry on and make a reasonable profit. Of butter factories there are eight; the value of land and buildings is £21,279 and they have £20,000 worth of machinery, a total of £41,000 odd invested in factories alone. If we take the dairy farms, implements and machinery and the dairy cows, we shall find that there is probably nearly £400,000 invested in the dairy industry. It will be agreed, I think, that the margarine factories should not be allowed to unfairly compete against butter. Let them compete so long as the competition is fair.

Hon. J. Duffell: The storekeepers are pushing margarine because they make a bigger profit on it.

The MINISTER FOR EDUCATION: When an article costs 1s. 1d. and can be sold for 1s. 9d. there must be a big profit for all who handle it, whereas on butter there is a profit of probably not more than 1d. or 1½d. per lb. It is obviously unfair that one article, in which there is such a big margin of profit, should be allowed to unfairly compete against another run on bread-and-butter lines without the public knowing it. Provision is made for the addition of a percentage of Queensland arrowroot. The addition of arrowroot is insisted on to facilitate detection, which is very difficult without something of the kind being used. I believe that sesame oil was used but was objected to on the ground that it had a tendency to turn the margarine rank. The arrowroot is entirely unobjectionable.

Hon. G. W. Miles: Why specify Queensland?

The MINISTER FOR EDUCATION: Because arrowroot is not grown in this State.

Hon. F. E. S. Willmott: Every zamia palm contains large quantities of arrowroot.

The MINISTER FOR EDUCATION: Whether that is merely the name of the arrowroot or whether it is intended to signify the place where it is grown, I do not know. If we can produce arrowroot there is no reason why it should not be used.

Hon. J. Ewing: Then why restrict its use by specifying Queensland?

The MINISTER FOR EDUCATION: There is provision prohibiting the export of margarine unless it has been made in accordance with the provisions of the Act.

Hon. G. W. Miles: What is the prescribed percentage?

The MINISTER FOR EDUCATION: That will be prescribed by regulation, but before we reach that point, I shall be able to advise the hon. member what is usual. There is provision for the keeping of books in factories. I am advised that none of the books required to be kept are such as are not essential to the proper conduct of any well-run factory, so that no hardship will be imposed there. Penalties are included and provision is made for appeals. The final clause gives power to make regulations. Mr. Lovekin suggested that certain matters should be set out in a schedule instead of in the regulations. If he raises that point, I shall have it considered before we reach the Committee stage. I move—

That the Bill be now read a second time.

On motion by Hon. F. E. S. Willmott, debate adjourned.

BILL—WYALCATCHER-MT MARSHALL RAILWAY (EXTENSION No. 2).

Second Reading.

Debate resumed from the previous day.

Hon. F. E. S. WILLMOTT (South-West) [5.23]: I support the Bill. I have read the arguments used by members in another place and I find that their objection is not so much opposition to this particular line as a desire to show that the Government have been grossly wanting in failing to provide railway facilities for the people between Esperance and Norseman. I have always supported the building of the Esperance line. I know that country better than most people. I put in a considerable time there, and although it is a fact that the further north one travels the better the land becomes and the lighter the rainfall becomes, still we have there what will be an even larger wheatfield than we have to the east of York to-day. I am not one of those who travelled through the district at night and judged it by the tops of the trees, as it was said the Premier did. I have travelled through it backwards and forwards 30 to 40 miles on each side of the present road. I had a big gang of men under me at the time, and I cut the road right through to Gibson's Soak, within about 20 miles of Esperance. I claim to have as great a knowledge of that land as any man in Western Australia.

Hon. G. W. Miles: Do not you think the Government should carry out their pledge to the people?

Hon. F. E. S. WILLMOTT: The work should be pushed on. Centralisation killed it for a long time.

Hon. J. Cornell: And procrastination will kill it now.

Hon. F. E. S. WILLMOTT: The Government who put that line through will live to bless it, because it will pay and will open up a huge territory where wheat can be profit-

ably grown. I regret that the No. 2 extension mentioned in this Bill is to be carried a distance of only seven miles. If I were Premier and could get the support of Parliament, I would extend this Mt. Marshall railway right through to Bullfinch. I have been all through that country and I consider it would be safe and profitable to extend this railway and link it up with the Eastern Goldfields line.

Hon. G. W. Miles: Before the Esperance line is built or afterwards?

Hon. F. E. S. WILLMOTT: Why not build them together. We hear of meetings of unemployed; rails have been earmarked for Esperance, and sleepers are being sent down which should have been there long ago. It seems absurd to say that no railway shall be built until the Esperance line is completed.

Hon. T. Moore: But the Government should show their bona fides.

Hon. F. E. S. WILLMOTT: It is time the Government showed their bona fides and pushed on with the Esperance line, but we should not adopt a dog-in-the-manger policy and object to the construction of the Mt. Marshall extension for the sake of building the Esperance line first.

Hon. J. W. Kirwan: What other form of protest could be adopted?

Hon. F. E. S. WILLMOTT: Other forms might be adopted.

Hon. J. W. Kirwan: Suggest one.

Hon. F. E. S. WILLMOTT: Why hit these Mt. Marshall people on the head with an axe? What benefit would that be to the people along the route of the Esperance line?

Hon. J. Cornell: The Esperance settlers are suffering a lingering death.

Hon. F. E. S. WILLMOTT: That is no reason why we should kill the other people outright. I hope the House will pass the Bill, and I can only express regret that the length of the proposed extension is not more than seven miles.

The MINISTER FOR EDUCATION (Hon. H. P. Colebatch—East—in reply) [5.28]: I must express surprise at the attitude adopted by goldfields members in connection with this Bill. When moving the second reading I made a statement that neither the construction of the 23½ miles which has already been completed, nor this extension of seven miles for which this Bill provides has delayed, or would delay by a single day, the construction of the Esperance railway. By that statement I stand, and I can prove that it is correct.

Hon. J. Cornell: The 23 miles of rails would be handy at Esperance.

Hon. G. W. Miles: If the 23 miles of rails were used for the Esperance line, would not it be further advanced?

The MINISTER FOR EDUCATION: I will explain the position. Members have gone back to years prior to the passing of the Esperance railway. I opposed that Bill. I based my opposition on the information then

at my disposal—official returns, rainfall returns, crop returns, etc. I am not concerned now to demonstrate whether I was right or wrong, but I maintain that I was entitled to form an opinion on the information at my disposal at the time. I was fully entitled to oppose the construction of that railway.

Hon. F. E. S. WILLMOTT: The reports were absolutely opposed to the railway.

The MINISTER FOR EDUCATION: That is so. Every impartial person was bound to be entirely guided by those reports. The opposition of the Premier, the opposition of the present Minister for Works, was entirely honest opposition, prompted by the information at their disposal, and without the slightest tinge of prejudice in it.

Hon. J. W. Kirwan: The majority report of the advisory board was in favour of the railway.

The PRESIDENT: I will ask hon. members to let the Minister make his statement.

The MINISTER FOR EDUCATION: Now we come to 1915, when the Esperance Northwards Railway Act was passed. So far as I am concerned, when the Bill was passed, that was the end of it. Parliament had decided the matter. This question of salt in the soil arose a little while afterwards, and on the reports furnished at that time, there was ample ground for inquiry and investigation. I would ask the House to remember that by this time we were well into the war; and no matter how anxious the Government might have been to push on with the work, I doubt whether it could have been pushed on at the time.

Hon. J. Cornell: The railway was under construction when you found the salt.

The MINISTER FOR EDUCATION: Very little work had been done. From the nature of the complaint made by goldfields members, from the manner in which they boast of how they have supported every agricultural line, one would think that the Government of Western Australia had never built a line on the goldfields. The whole history of Western Australia has been one of unexampled assistance by the Government of the State to the goldfields.

Hon. J. W. Kirwan: Those railways have paid for themselves over and over again.

The MINISTER FOR EDUCATION: They may have done so. Going back to the days of Sir John Forrest, there is the construction of the line to Southern Cross, and from Southern Cross to Coolgardie, and thence to Kalgoorlie, to Laverton, and to Leonora, the railway to Cue, to Meekatharra and to Sandstone, and the railway to Bullfinch. Every one of those railways was constructed as soon as there was justification for it.

Hon. J. Kirwan: And paid for over and over again.

The MINISTER FOR EDUCATION: I am not arguing about that. But every one of those railways was constructed as soon as ever there was justification for it. The State has always been prepared to do

anything in the way of railway construction or water supply for the goldfields as soon as ever it was justified. Every Government of Western Australia has always been ready, as soon as ever a goldfield held out the promise of success, to build great public works, which works the goldfields have justified, but which, if the goldfields had not justified them, would have been a very heavy burden on the taxpayer.

Hon. G. W. Miles: That holds good of every Government with the exception of the last two.

The PRESIDENT: I ask hon. members to allow the Minister to explain. All hon. members have had the opportunity of speaking on the Bill.

The MINISTER FOR EDUCATION: Mr. Cornell has said that the war has been used as an excuse for not building the Esperance line. The war has not been an excuse, but has been the reason, and a very strong reason, one that could not be overcome.

Hon. J. Cornell: I said it was the later discovery of salt.

The MINISTER FOR EDUCATION: The hon. member made the statement that the war had been used as an excuse for the delay in the construction of the line.

Hon. J. Cornell: I say so now.

The MINISTER FOR EDUCATION: I say the war was not an excuse at all, but a reason, and a reason which any Government in power would have been compelled to observe.

Hon. J. Cornell: The war has been finished for four years. What have you done since?

The MINISTER FOR EDUCATION: The hon. member, although he may be blinded for the moment by his enthusiasm for the Esperance railway or his prejudices in regard to the matter, cannot be unaware of the fact that following upon the war the increase in the cost of rails was enormous, and that it would have been entirely uneconomical to have purchased our rails until just now. As a matter of fact, by waiting to purchase these rails, there has been a saving of not less than £700 or £800 per mile.

Hon. J. Cornell: Have you bought any rails since the war?

The MINISTER FOR EDUCATION: Yes, of course.

Hon. J. Cornell: What for?

Hon. G. W. Miles: For the Wyalcatchem line.

The MINISTER FOR EDUCATION: No.

Hon. G. W. Miles: Well, they could have been used for the Esperance line.

The MINISTER FOR EDUCATION: We had to get rails in order to relay the line from Fremantle to Northam before we could obtain rails for the use of the Esperance line. The first rails released as the result of relaying the line from Fremantle to Northam with these new rails have been sent to Esperance. They were set apart for Esperance.

Hon. J. Cornell: When did the authorities first find out that the Esperance jetty wanted strengthening?

The MINISTER FOR EDUCATION: The Premier has done all he could to expedite the carrying out of the work, and also to have the Esperance land put into use, so that when the railway gets there, there will be produce for it to carry. One of the staff of the Agricultural Bank has been specially appointed for a time to assist the Esperance settlers to get their land into cultivation, and the Agricultural Bank has been assisting the settlers with money.

Hon. T. Moore: It is all going out with the settlers, and nothing coming in; they cannot sell anything.

The MINISTER FOR EDUCATION: The railway will be there to cart their wheat by the time they grow it.

Hon. G. W. Miles: Will you justify the Premier's reply given to Mr. Walker in 1919?

The PRESIDENT: Order! Please allow the Minister to explain.

The MINISTER FOR EDUCATION: Money is being made available to settlers by the Agricultural Bank. This morning I have received from the Public Works Department an exact statement of the position in regard to the Esperance railway.

Hon. J. W. Kirwan: We have had so many of them, we laugh at them now. We know they are so unreliable.

The MINISTER FOR EDUCATION: I cannot help it if the hon. member does not choose to believe them. I suppose the hon. member will believe when the railway is there. The clearing and the earthworks are practically complete. The bridges are finished. The culverts for the first 10 miles from Esperance are put in; 32 miles of rails and 96,000 sleepers have been delivered at Esperance.

Hon. G. W. Miles: How long have the rails been on the spot?

The MINISTER FOR EDUCATION: There were 10 miles of rails on the spot before the work was re-started last year. After the rails for relaying the line from Fremantle to Northam arrived from the Old Country, the rails taken out were conveyed to Esperance as speedily as possible.

Hon. J. W. Kirwan: Most of the earthworks were done by the Scaddan Government.

The MINISTER FOR EDUCATION: There are now 32 miles of rails on the spot. Twelve miles of rails have been taken down within the last two or three months. The "Eucia" is running a special service between Albany and Esperance, and supplies of rails and sleepers are being sent forward at each trip.

Hon. G. W. Miles: Are the rails being laid at the present time?

The MINISTER FOR EDUCATION: No. One cannot start plate laying until one has a fair accumulation of rails and a locomotive.

Hon. G. W. Miles: When is the locomotive to be there?

The MINISTER FOR EDUCATION: The strengthening of the jetty to enable it to carry a locomotive has been carried out.

Hon. J. Cornell: When there is a locomotive there, we shall have some faith in you.

The MINISTER FOR EDUCATION: The repairs to the jetty are practically complete. The locomotive and trucks will be sent forward, and will reach Esperance before the end of next month. Everything will then be in readiness to commence plate laying, which will commence at latest at the beginning of 1923. Prior to the recommencement of the work in 1921, about 10 miles of rails had been delivered at Esperance; the remaining 53 miles required are being supplied from those released by the relaying operations of the Railway Department on the Eastern Goldfields railway, and on the Bridgetown-Jarnadup section. About 38 miles of these rails have already been forwarded to Albany. It would certainly not have been practicable for the Government to buy rails earlier than they did. As I said, the extra expense would have been at least £700 or £800 per mile. As soon as rails were released, they were used for Esperance. It has not been a matter of not having sufficient rails. From the moment prices fell, so that we were in the position to buy rails, this line has not been delayed for one moment by shortage of rails. It has been a matter of the delay involved in getting the rails down there. If the rails released from the Coolgardie-Kalgoorlie section had at tremendous expense been brought past a line which is being built, and carried to Fremantle or Albany for shipment to Esperance, they would be lying at the port still; because other rails have occupied the whole of the space available for transport to Esperance.

Hon. T. Moore: Where did the Lake Clifton rails come from?

The MINISTER FOR EDUCATION: The company bought them.

Hon. T. Moore: So the company could buy rails.

The MINISTER FOR EDUCATION: That is the position. Thirty-two miles of rails are already at Esperance, and more rails are being taken there as quickly as practicable. As regards the strengthening of the jetty, I daresay the argument might be put forward that the necessity for that work should have been foreseen, and that the work might have been put in hand some months earlier.

Hon. J. Cornell: It was well known some years ago that the jetty would require strengthening.

The MINISTER FOR EDUCATION: It was not practicable to start the laying of the line until the price of rails came down, and that was only six months ago. Since then, except possibly as regards the strengthening of the jetty, there has been no avoidable delay in the construction of the railway.

Hon. G. W. Miles: Are you building the Wyaleatchem extension by contract or by day labour?

The MINISTER FOR EDUCATION: It will be done by the same method as has been in use.

Hon. G. W. Miles: The Labour Party's policy, as usual!

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

Ayes	..	..	..	..	9
Noes	..	..	..	..	8

Majority for .. 1

Ayes.

Hon. H. P. Colebatch	Hon. G. Potter
Hon. J. Duffell	Hon. A. J. H. Saw
Hon. J. Ewing	Hon. F. E. S. Willmott
Hon. J. Mills	Hon. E. Rose
Hon. J. Nicholson	(Teller.)

Noes.

Hon. R. G. Ardagh	Hon. J. W. Kirwan
Hon. F. A. Baglin	Hon. H. Seddon
Hon. J. Cornall	Hon. T. Moore
Hon. E. H. Harris	(Teller.)
Hon. J. W. Hickey	

PAIR.

Aye: Hon. A. Lovekin. No: Hon. J. E. Dodd.

Question thus passed.

Bill read a second time.

In Committee.

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

BILL—DAIRY CATTLE IMPROVEMENT.

Received from the Assembly and read a first time.

BILL—MARRIED WOMEN'S PROTECTION.

In Committee.

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

Clauses 12 to 20—agreed to.

Schedule, Title—agreed to.

Bill reported with an amendment.

BILL—ATTORNEY GENERAL (VACANCY IN OFFICE).

Second Reading.

Debate resumed from 19th October.

Hon. J. CORNELL (South) [5.55]: I do not intend to strenuously oppose the Bill, but the Minister in replying should justify its introduction. He did not do that when he moved the second reading. Practically the only reason given for submitting the Bill is the fact that it is necessary that there should be an Attorney General, with whom only, rests the power to appoint commissioners for oaths.

Hon. J. Duffell: And to validate other things.

Hon. J. CORNELL: It was pointed out three or four sessions ago that these commissioners were appointed for the purpose of relieving justices of the peace of some of their duties. Now it is ruled by the Crown Law authorities that the Attorney General is the only person possessing power to appoint these commissioners. Recommendations for the appointment of justices of the peace are made by the Premier's Department. Could not that be done in the case of the smaller fry—to use a vulgarism? Why must we have an Attorney General to do this? The Minister has explained that there are innumerable Acts on the Statute Book which specifically provide that they shall be administered by the Attorney General. We should follow the precedent set by the mother of Parliaments and see that every high office is held by a person possessing the necessary qualifications. It is essential that that should be so. One of the highest offices in the mother of Parliaments, I understand, is that of the Lord High Chancellor who advises the King on legal questions. The King's representative in the Dominions, when he needs advice regarding the law of the land, should be able to refer to someone who is practically on the same plane as the Lord High Chancellor. It may be said that the Minister controlling the Health Department is not a professional man, but if that Minister started administering physic to individuals or set out to use a knife on them, I venture to say that my friend Dr. Saw would have some comment to offer.

Hon. F. E. S. Willmott: It would depend on whom the knife was used.

Hon. J. CORNELL: Let such a Minister interfere with the medical profession or infringe any of their prerogatives, and he would soon be brought to heel. The same thing may occur if we have someone filling the position of Attorney General who is not professionally qualified to do so. He might delve into things he had not the right to deal with. Conning the personnel of Ministries of the past, I find that with one or two exceptions, and in circumstances which do not now present themselves, there always has been an Attorney General. The first Labour Government had no Attorney General, for the reason that there was not a lawyer in the ranks of the party. Therefore, a Minister for Justice was appointed. When the second Labour Government came into office, Mr. Walker was temporarily appointed Minister for Justice, but shortly afterwards was called to the bar, and thereupon became Attorney General. Had he failed to qualify in his legal studies, I am confident he would not have been given the position, but that, instead, the then member for Perth would have got it. The late Hon. Frank Wilson, on becoming Premier appointed as Attorney General Mr. R. T. Robinson, then a new and untried member of the Assembly. But for his legal qualifications, Mr. Robinson would not have been included in the Ministry. When Sir Henry Lefroy be-

came Premier, he appointed an Attorney General, as did also Mr. Colebatch on attaining to the Premiership. And, when Mr. Robinson lost his election, Mr. Justice Draper was appointed Attorney General, a position which he held until losing his seat at the last general elections. There is no reason why an Attorney General should not be appointed now, for there is in another place a qualified legal practitioner who was returned as a direct supporter of the present Government, and there is in this Chamber a lawyer who has consistently supported the Government. Nevertheless, we are asked to set aside a constitutional practice and agree to the appointment of a Minister for Justice in place of an Attorney General, notwithstanding that the administration of quite a number of our statutes calls for an Attorney General. If we are to have a Minister for Justice instead of an Attorney General, we should efface from our statutes all reference to the Attorney General. Members of Parliament should not have to consider the personal whims and foibles of members of the Cabinet.

The Minister for Education: This does not affect the Constitution.

Hon. J. CORNELL: No, but it affects about 14 statutes, and from time immemorial it has been the practice of British Parliaments to include an Attorney General among the King's advisers. The Minister administering the legal department should be a legal practitioner. I will oppose the second reading.

On motion by Hon. F. E. S. Willmott, debate adjourned.

House adjourned at 6.9 p.m.

Legislative Assembly,

Thursday, 26th October, 1922.

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