

items, but I will say first of all that I shall have no difficulty in showing that these works have been properly managed; secondly, that during my term of office there has been no extension of activity, and, thirdly, that the articles manufactured at these works have been of very excellent quality. One might imagine from the communications one has seen in the Press during the last few days that practically the whole of the Government requirements, so far as cast iron pipes are concerned, have been made at the Fremantle pipe works; but as a matter of fact, we have during the last 18 months purchased a greater amount of pipes by public tender from private makers than we have made in our own workshops, and the statement that the activity of the workshops has been extended is absolutely incorrect and fallacious. I do not wish to weary the Committee longer. Opportunities will occur as the items come up for discussion, and it will then be my duty to give hon. members any information they require.

Progress reported.

House adjourned at 11.3 p.m.

## Legislative Assembly,

Friday, 29th January, 1909.

	PAGE
Questions: Railway Corridor Cars	1779
Agricultural Bank Advances	1779
State Battery, Messenger's Patch	1779
Public Servants, Professional titles	1779
Prison Warders' hours	1780
Public Servants' Salaries, increases	1780
Land Valuation, Walkaway	1780
Return: State and Experimental Farms	1780
Annual Estimates, Votes and Items discussed	1781

The SPEAKER took the Chair at 2.30 p.m., and read prayers.

### QUESTION—RAILWAY CORRIDOR CARS.

Mr. JOHNSON asked the Minister for Railways: When will the long promised

return giving result of test made in connection with the construction of corridor cars at the Midland Junction State works be made public?

The MINISTER FOR RAILWAYS replied: The returns have just been completed, but I desire further particulars before making them public. I will probably give the information asked for by the hon. member to the Press within the next ten days.

### QUESTION—AGRICULTURAL BANK ADVANCES.

Mr. HUDSON asked the Minister for Agriculture: 1, Is it the intention of the Minister to make provision for advances by the Agricultural Bank to farmers and settlers on agricultural land in the Phillips River and other goldfields districts? 2, If so, when? If not, why not?

The HONORARY MINISTER replied: 1, Provision already exists in the Agricultural Bank Act, but advances can only be made upon freehold or upon maturing freehold. 2, Answered by No. 1.

### QUESTION—STATE BATTERY, MESSENGER'S PATCH.

Mr. TROY asked the Minister for Mines: 1, In view of the need of the prospectors at Messenger's Patch, and pending the erection of the promised battery, will the Minister arrange a subsidy for the carriage of the prospectors' stone for treatment at the nearest battery? 2, If not, why not?

The MINISTER FOR MINES: replied: 1, No. 2, In view of the decision to provide crushing facilities for the district it is not considered necessary to assist by way of subsidy.

### QUESTION—PUBLIC SERVANTS PROFESSIONAL TITLES.

Mr. NANSON asked the Premier: 1, Is he aware that there is a distinct difference between the profession of a "surveyor," whose duties comprise the measurement of land and earthworks, and a

"civil engineer," who, if fit to be so entitled, should be equipped with considerable constructive skill? 2, If so, can he explain how 29 men, who have no claim to the distinction, are classified in the Estimates as "engineers," and in cases paid higher than those who are known to be highly qualified engineers?

The PREMIER replied: 1 and 2, I am aware that there is a difference between the profession of a land surveyor and that of a civil engineer, but the difference between an engineering surveyor and a civil engineer is sometimes difficult to define. The Public Service Commissioner's proposals for classification as approved by the Governor-in-Council recognised the difficulty of drawing a permanent distinction, and gave the generic term of engineers to both on the ground that engineering surveying is a branch of civil engineering, and capable officers in that branch are likewise often capable in other branches. The Appeal Board, however, on the representations of the Engineer-in-Chief revised the nomenclature of the staff, and re-introduced the title "Engineering Surveyor."

#### QUESTION—PRISON WARDERS' HOURS.

Mr. TROY (for Mr. Gill) asked the Premier: Is it true that the warders at the Fremantle prison, after finishing duty at midnight have to remain within the prison until 6.10 the next morning, and that those warders who are due on guard duty at 12 (midnight) have to be within the walls of the prison not later than 7.30 p.m., 4½ hours before going on guard duty?

The PREMIER replied: Two only in each case, who are required as a reserve in an emergency. They sleep in the guard room, which is furnished with beds, until they go on duty.

#### QUESTION—PUBLIC SERVANTS SALARIES, INCREASES.

Hon. F. H. PIESSE asked the Premier: In the case of officers connected with the public service who have been

awaiting classification, and whose claims to an increase of salary arose prior to 1902, is it the intention of the Government to recognise the undertaking of the then Premier, Mr. Leake, and subsequently confirmed by Mr. James, that increases then under consideration on their adoption by the Government would operate retrospectively?

The PREMIER replied: The undertaking referred to with regard to increases of salaries prior to 1902 was fully investigated in 1906 by a board consisting of the under secretaries and the Public Service Commissioner. The settlement recommended by the board was adopted and a sum of £3,053 voted on the 1906-7 Estimates. All claims recommended have been paid.

#### QUESTION—LAND VALUATIONS. WALKAWAY.

Mr. ANGWIN asked the Attorney General: 1, Is Mr. Stephen Earle, of Geraldton, registered as a sworn valuator? 2, If so, will the Minister cancel the registration of Mr. Earle in view of the papers laid on the Table dealing with the valuation of land at Walkaway?

The ATTORNEY GENERAL replied: 1, No. 2, See No. 1.

#### RETURN—STATE AND EXPERIMENTAL FARMS.

On motion by Mr. Troy, ordered: That there be laid upon the Table of the House a return showing:—1, How much of the item (Estimates) "Wages of farm hands, caretakers of markets, casual labour, £4,359," was expended on State farms to capital account and working expenses respectively? 2, How much of item, "Experimental Farms, £3,813" was expended on (a) capital account Brunswick State farm; (b) working expenses Brunswick State Farm; (c) capital account other State farms; (d) working expenses other State farms. 3, (a) What is the total capital invested in the Brunswick State Farm to date? (b) What have been the total receipts and expenditure?

# ANNUAL ESTIMATES, 1908-9.

## *In Committee of Supply.*

Resumed from the 28th January, Mr. *Daglish* in the Chair.

Public Works Department (Hon. J. Price, Minister).

Vote—*Public Works and Buildings*, £174,432:

Mr. JOHNSON: It was not his intention to take up much time of the Committee in dealing with the Estimates of the Public Works Department on the general discussion; but there were one or two items in connection with the administration of the department that should be brought under the notice of members and under the notice of the Minister, so that he would have an opportunity of placing his views before the Committee. The most important feature of the Public Works Estimates was the growing increase in the expenditure from General Loan Fund, and the great decrease in the expenditure from Consolidated Revenue. It was interesting to note that comparing this year with 1905 the loan expenditure of the Public Works Department had increased by £200,000, and that the revenue expenditure had decreased by £130,000. He mentioned these figures in order to try and impress upon members the absolute necessity of taking a little keener interest in loan expenditure than had been done in the past, and, in fact, ever since he had been in Parliament. Members had always taken a very keen interest in the distribution of Consolidated Revenue, but had left to Ministers to distribute loan moneys as they thought best. When it was found however, that so much work was now being done from General Loan Fund it was essential, in the interests of the country that we should scrutinise the figures very carefully. It was evident, on looking at the figures of the architectural division of the department that it could not be urged that this branch undertook reproductive works. Speaking generally, one would be justified in saying that works done by this branch were not reproductive in any sense of the term. While we found that in 1905 the expenditure of the branch from Consolidated Revenue was £124,000, last year it was only £71,000, showing a

decrease of £53,000. Then, if we turned to loan figures, the position became almost alarming, for, whereas in 1905 we spent £27,000 only from General Loan Fund, in 1908 we spent the enormous sum of £106,000, showing an increase of £79,000. When we realised that in this department, which had been picked out specially by him in order to emphasise his contention that it was not one that undertook reproductive works, there was this large increase from loan expenditure we should be extremely careful when authorising disbursements of that description. He did not desire to go into details, because members were somewhat tired of the Estimates, consequently, he would be as brief as possible. He wanted again to urge the absolute necessity for the early appointment of a Minister for water supply. There was a grand opportunity of concentrating the administration of all water supplies under a Minister, when great economies could be effected. Especially was this necessary in connection with the goldfields water supply. There was no one in the House who had a higher opinion of the administrative abilities of the officers in charge of that department than he, but we must realise that the Minister at present must be having an anxious time in connection with the scheme. The Minister had his deepest sympathy, because, after all, he was not responsible for the position of that scheme to-day. He (Mr. Johnson) knew what condition it was in, and he knew how the Minister must feel. It only emphasised the necessity of giving the Minister greater opportunities in dealing with works of such a magnitude as the Goldfields Water Supply. He would urge the Minister not to keep the difficulties in connection with the department so closely to himself. The responsibility was a big one, and it would become greater if he tried to carry the burden himself rather than let the public bear it with him. He urged that when the reports were being issued by the department he should give instructions to the officers to take the public a little more into their confidence, and let them know the difficulties that would have to be faced in the near future. It was somewhat disappointing to turn to the administration

of the Fremantle water supply. That was another of those departments which could well be placed under a Minister. After looking at the administration of this branch he was keenly disappointed to find that for the last five years, after paying working expenses, interest, and sinking fund, it had always shown a profit, while last year, 1908, it showed a distinct loss. In 1907, the Fremantle water supply, after paying interest, sinking fund, and working expenses, showed a profit of £620, but last year it showed a loss of £1,112. There was something radically wrong in connection with the administration of that particular department when we found that for five years a profit could be shown and then suddenly in one year there was such a big loss. The Minister should probe this matter, and see exactly where the mismanagement came in. If one looked further into the figures it would be found that the cost of maintenance and management was about 54¾ per cent. The increase last year was 8 per cent. These figures caused one to think that the administrative attention given to the Works Department was not as bright as the Minister would have the Committee believe. The only way to check administration of this sort was to take the different trading concerns such as these, and find out how they stood. It might be said that he was under the impression when he first looked at the figures that the Fremantle administration had been saddled with the administration of Claremont. Previously to 1905 Claremont was a separate and distinct organisation, and during the time the Labour Government were in office it was decided to place the administration of those two supplies under one head. Looking into the Claremont figures, however, one found that Claremont was equally as bad as Fremantle.

*Mr. Foulkes:* The people will not take the water.

*Mr. JOHNSON:* That had nothing to do with it, because the scheme had been in operation for some years.

*Mr. Foulkes:* There had been a change of management.

*Mr. JOHNSON:* That was a matter he would deal with later on. Looking at the Claremont figures, in 1907 it was

found that there was a profit of £113 after payment of all expenses; in 1908 there was a loss of £922. Looking into the cost of management it was found that there had been an increase. That demonstrated that there was lax administration in connection with this as well as the other scheme. He desired also to draw attention to the general administration of roads boards. Looking up the figures in connection with the returns given by the engineer for roads and bridges one return was found which was worthy of perusal by members. This return showed the revenue contributed in ratio to every £100 contributed by the Government and on looking up some of the roads boards some very great differences were noticed, such as these: Narrogin supplied £28 for every £100 contributed by the Government, while Katanning contributed £115. There was a great difference between these two boards. Wagin supplied £35, while Broomehill supplied £135; Sussex supplied £44, while Cue supplied £146; Fremantle supplied £54, while Kalgoorlie supplied £115, and so one could go on. He just picked these out in a haphazard way to show how differently the roads boards of the State were administered.

*Mr. Brown:* Perth contributes £190.

*Mr. JOHNSON:* That was so, but he just picked out a few instances for the purpose of drawing attention to the necessity for closer administration. He was under the impression when we appointed roads boards auditors that that sort of thing would be overcome, but he found these auditors, while doing good work, did not seem to be capable of compelling the boards to administer their different districts in a similar way.

*Mr. Bath:* The auditors have no power.

*Mr. JOHNSON:* They had power to report to the Minister, and the Minister had power to compel them to give closer attention to their duty. The Minister could squeeze these boards into shape by keeping back their annual grants. He could encourage a board which was doing good work, and he could discourage a board that was not. He could make the ratepayers realise that their representatives were not doing their duty, and that

they would not receive any encouragement from the Government if they did not pay closer attention to the work they were elected to perform. In this way the ratepayers would take a keener interest, and see that better and more effective representatives were elected, and so greater development would be the result. After all, the bodies which were doing most in the way of developing the country were the roads boards. For that reason he had been very sorry to see the gradual decrease in the subsidies paid by the Government. He wanted to refer also to the report of the engineer for water supply—to that portion wherein he dealt with boring for water. He was pleased to see that great success had followed the efforts of the Government in that direction. We found in various parts of the State, and particularly in the North, that success had attended artesian boring, and while one rejoiced to find that, it was noticed that in some towns, there was a considerable amount of money wasted in boring for water. The Minister gave as an illustration the success of the bore which had been put down at Busselton. He desired to say that it was one of the most miserable failures that he knew. The supply was good, but where was the water going? It was going to waste, and was flowing into the ocean.

*The Minister for Works:* It has only just been put down.

**Mr. JOHNSON:** But the water was supplied before the townspeople knew that they were going to do it. The people were not ready to use the water, and a great channel had been worn by the water running to waste between the site of the bore and the ocean. The Government were paying interest on the money that had been expended there, and that demonstrated that the Government did not give the matter the earnest consideration it should have received, because it was clear that it had been put down long before the people were ready to use it. He did not propose to deal at any length with the sewerage question, because, after all, the least said about that the better. On all sides we heard of it from the man in the street, and the public Press, while

members were constantly asking questions, and it was clear that we had not got that return for the money expended that we should have. It was clearly demonstrated that those in charge of that work had not the necessary ability to carry it out. In these things it was hard to criticise the Minister, but, after all, he had to take the responsibility, because he took the responsibility of embarking upon the work without clearly satisfying himself that he had men under his charge who were competent to carry it out. He regretted to say that when the time came to put that work into actual operation it would be found that it was really a hundred times worse than it was thought to be. People would then realise the absolute failure of a great portion of it, and the cost would be increased considerably, and the unfortunate taxpayer would be penalised. It had been suggested that there should be a commission to inquire into the matter, but after all a commission could not do much. It could only demonstrate that the scheme was not in the hands of men who were capable of doing justice to such an important work. One could not help speaking on these Estimates without referring to the criticism which had been levelled considerably of late against the general management of the manufacturing concerns of the State. Representatives of private enterprise had been endeavouring to influence the Minister against a continuation of the policy of State manufacture. Apparently the Minister was inclined to take these criticisms rather seriously. The Minister had either to manage these concerns or to close them up. There was not room for two managers; and if the Minister found that he was the more capable of managing these affairs why did he not tell these critics to clear out and leave him to the management?

*Mr. Brown:* These critics are finding the money to carry on the works.

**Mr. JOHNSON:** They were not finding the money any more than was the member for Perth. It was for hon. members and not for outsiders to criticise these works.

*Mr. Foulkes:* They want equal opportunity.

Mr. JOHNSON: They had been getting rather too much opportunity under the present Government. Indisputably the Government was leaning too much towards private enterprise. That brought him to the consideration given by the Government to private construction of our railways. Although the method of construction of agricultural railways had been brought into existence by the Public Works Department, and although the officers of that department had demonstrated their ability to construct these railways cheaply and well, the department was being cut out of that work, which was now being left to private enterprise, with the result that the work done was decidedly inferior. It was being performed under sweating conditions, and was seldom completed within the specified time. In connection with the Hopetoun-Ravensthorpe railway he wanted to know whether the Minister had imposed the full penalty for the neglect to finish the work within the specified time. The same question would apply to the Quairading-Greenhills line and the Coolgardie-Widgemooltha line. When it was found that all these works had been carried out by private enterprise, that the men had been sweated, that the lines were not up to the standard and had not been finished within the specified time, then certainly there seemed to be occasion for the Minister to deal with this question. He (Mr. Johnson) was glad to note that there were odd times when the Public Works Department received some consideration at the hands of the Government. He rejoiced in this, because at such times he knew that the work was being done faithfully and well. But it was not so under private enterprise, and the knowledge of this made him regret that the Government should give so much consideration to private enterprise and so little to the Public Works Department. It was a matter for regret also that the Minister had not cut out the grant for the maintenance of main roads. Last year there had occurred a most interesting discussion on this subject, and the majority of hon. members had clearly intimated to the Minister that the item should not again appear on the

Estimates. Nevertheless, it had a place on the Estimates now before the Committee. When the item was reached the Minister would in all probability say that seeing that so many months of the financial year had passed, it would be unjust now to eliminate the item. However, he (Mr. Johnson) was hopeful that the Committee would give the Minister definite instructions to wipe it out.

Mr. Jacoby: Does that relate to country roads?

Mr. JOHNSON: It related to the maintenance of roads already constructed at public expense. They were all, or nearly all, in metropolitan districts. There was one in his own electorate, notwithstanding which he had always claimed that the item should be cut out. When in office he had expressed his intention of cutting it out; but unfortunately he had not been left sufficiently long in power, and the Minister who followed him had straightaway reinstated it. He hoped the item would be cut out on this occasion, and that the money involved would go to swell the grants for roads in country districts. When speaking on the Lands Estimates he had felt it to be his disagreeable duty to point to the want of attention to their work on the part of several officers of the Lands Department. There had been a time when this sort of thing was confined to the Lands Department; but it now appeared to have spread to the Public Works Department. Recently he had on several occasions called at the office of the Under Secretary for Public Works, only to be informed that that officer was not in. In his opinion, the Under Secretary for Public Works was not giving that return to the State which was reasonably expected of him. It was in the best interests of that officer that he (Mr. Johnson) was drawing attention to this matter; because while the Under Secretary for Public Works continued to go on in the way he was going, it was impossible for him to administer the affairs of the State, or such of them as came within his purview. It was necessary that this matter should be mentioned in order that the officer might know that he

was being watched and that hon. members required of him a better return for the people's money than they were getting from him.

*Mr. Brown:* One of the officers can find time to drive a tram after office hours.

*Mr. JACOBY:* As was disclosed by the Estimates it seemed that the Minister found some difficulty in seeing far beyond the central portion of the State. That impression was heightened when one came to the consideration of the amounts granted for the roads boards. The Government had claimed that the main features of their policy was the encouragement of the agricultural areas of the State, it being their boasted aim to, in every way possible, so expend the moneys of the State as to assist in the further development of the agricultural lands. But while savings were being made in expenditure it was curious to notice that it was in the producing districts that the pruning knife was being most heavily applied. Some time ago it had been common knowledge that the various non-producing centres, that was to say the municipalities, were expecting almost a total cessation of the amounts they had been receiving from the Government. And they had been quite prepared for this, recognising as they did that it was essential to their own prosperity as municipalities that the development of the country should be continued apace. He was pleased to notice that the members who sat for Perth constituencies, and for some other of the metropolitan constituencies, recognised that it would pay those centres to do with less money in order that the development of the country should be pushed on with. Population had been increasing very considerably in the agricultural districts; and if there were any need to revise the amounts to be given to the various local governing bodies the revision should be in the direction of adding to, rather than retrenching, those amounts. Apparently the Government had been inspired with the idea that so long as they were building a large num-

ber of spur railways they could safely make reductions in other directions. But he would submit that in certain producing centres, roads rather than railways were the main requirements. Particularly was this so in the fruit-growing areas in the South-Western portion of the State. When one looked at the very excellent return prepared by the Minister it was surprising to note the many anomalies that appeared therein, and to find that the roads boards in the three electorates represented by Ministers had done so well.

*The Minister for Works:* Which one?

*Mr. JACOBY:* Fremantle was one, Sussex was another, and Bunbury the third.

*The Minister for Works:* I ask the hon. member to withdraw. The Fremantle Roads Board is not represented by a Minister.

*Mr. JACOBY:* If the Minister stated that there was no roads board in his electorate, he (Mr. Jacoby) would withdraw; but, certainly, some of the people in the roads board district were constituents of the Minister. It was regrettable that although the sum made available for roads boards had been very much reduced, certain of these moneys had been taken and given to the municipalities. Last year nearly £8,000 had been taken out of the roads board vote, and given to the municipalities. His experience was that, in connection with some roads boards doing their utmost to provide their own funds, the Minister, when requested to maintain the grants on the same level as in previous years, could give no such assurance. One roads board that applied for a bridge for three or four producers who were for part of the year shut off from communication with the railway, were told by the Minister that though they contributed £109 for every £100 contributed by the Government, they would have to put up pound for pound with the Government before assistance could be given to them for this necessary work. One must protest against reductions of grants to districts where people were settling rapidly on our lands, and producing wealth. Rather than see the money spent in the metropolitan areas he would have it spent on the goldfields. In this State

there was a larger proportion of people settled in the metropolitan area than was the case elsewhere. This policy should not be encouraged, and metropolitan members should, in the interests of their districts rather see money spent in producing districts than in their own constituencies. If there was to be any curtailment, it should not be in the country districts. There was a large amount of money to be revoted. Why was this money not spent? We should not pass £60,000 for roads boards and then refrain from spending a large percentage of it. In reference to our State ironworks, we were practically forced in this State to import all our requirements in agricultural machinery, and for a long time we would not be able to establish workshops for the manufacture of this machinery unless State encouragement were given to foundries. Even though occasionally it might happen that it would be better to make our own goods, unless it was the intention of the Government to turn the workshops under their control into establishments for the manufacture of all kinds of implements it would be better for the Government to be sufficiently content with what they had already done in this direction, and to close down their workshops and encourage foundries to be established for the manufacture of the requirements for the agricultural districts of the State. If that was not done, it would be many years before we reached that consummation of those interested in agriculture in this State, to be able to buy locally-made implements. In the long run it would be found wisest to assist in the establishment in our midst of foundries equipped to do the necessary work in the State.

Mr. FOULKES: We were asked to vote £174,000 for works without any definite knowledge that we would have the money to meet the liabilities that would be incurred if these works were carried out. Last year we passed certain sums for the construction of various works; but, unfortunately, owing to the estimated revenue not being reached, it was found impossible to carry them out to the extent of £40,000 or £50,000; and we knew full

well that there would not be sufficient money to carry out the works we were asked to pass to-day. There was an estimated deficiency last December of something like £100,000 on the half-year, so it would be necessary for the revenue during the next six months to increase by £100,000 over the expenditure in order to carry out the programme of works set before us. But we must all admit that there was no possible hope of our being able to obtain that money in the period, so it would be left to the discretion of the Minister for Works to decide which works should be carried out. He appealed to the Minister to give greater care and consideration than was shown last year, and to see that full justice was done to all parts of the State. One could not shut one's eyes to the fact that a good deal of favoritism was shown to particular districts. He did not look at the matter from a parochial point of view. Claremont realised that its best interests were the true welfare of all districts in the State. Claremont people would like to see that whatever sacrifices were to be made were to be borne equally. For instance, a roads board in an old settled district like Busselton only contributed £46 to every £100 spent by the Government. Perth on the other hand contributed £2 for every £1 spent by the Government. It was different in another metropolitan district, viz., the Fremantle road district.

*The Minister for Works:* That is a country district.

*Mr. Davies:* So it is.

Mr. FOULKES: At any rate there were places where there was an undue amount of favouritism shown. If sacrifices were to be made, all districts should be asked to make them equally. A good deal of the Claremont road, for which a special grant was made, was in the Subiaco district, and much of the work was rendered necessary by the fact that the Government had been erecting a large asylum in the district, and on that account the roads had been cut up considerably. The member for Guildford (Mr. Johnson) referred to the fact that there had been a deficiency of revenue in water supplies. One could not be surprised at that



if one considered the quality of the water supplied to consumers. With regard to the supply at Claremont, the reason the revenue had gone down there was owing to the fact that people realised the water was so bad that as little of it as possible should be used. During the last year or two a great number of people, although they had the Government supply laid down, had put down wells in order to obtain wholesome water. There would be many opportunities on the Loan Estimates of dealing with the question of the manufacture of pipes at Fremantle. Much discussion had taken place as to the management of those works, but so far as he was concerned his sole interest was to see that equal opportunities should be given to the various manufacturers in the State of tendering for the work. What some of the manufacturers complained of was that on one occasion at least, tenders were called for the construction of certain works, and after they had been received the totals were made known to the Fremantle works, who were thus able to know at what price to put their tender in.

*The Minister for Works:* Will you state what work that is for, and I will reply to you.

Mr. FOULKES: That information was given to the Minister by a deputation which waited on him about 10 days ago.

*The Minister for Works:* I replied to that deputation. Will you now tell me what work you are referring to?

Mr. FOULKES: The explanations given by the Minister were not in some cases to be looked upon with the admiration he expected they should be. In addition to the request for equal opportunities, the manufacturers desired that when works were constructed by the Government the prices sent in by the department should be definite ones, so that all might know the cost of the work they had undertaken.

*The MINISTER FOR WORKS* (in reply): The member for Guildford (Mr. Johnson) drew attention to the expenditure from Loan Fund by the architectural division on buildings, and he described this expenditure as being of an absolutely unproductive nature. In the year under

review a very large amount of that loan expenditure went into the Claremont Hospital for the Insane. We must all agree that in view of the then state of affairs at Fremantle the provision of proper accommodation for these afflicted persons was absolutely necessary. Unfortunately, the state of the finances did not admit of the work being constructed from revenue. Mention had so often been made of the fact, that it was hardly necessary for him to repeat these statements, but other Governments had been driven into a corner at various times and had been compelled to expend loan money in works quite as unproductive as the Hospital for the Insane. Instances of this would be in the minds of all. We also had the further excuse that by the building of the hospital we would bring about the centralisation of patients, and would, therefore, be able to save, in administration, something like £3,000 a year. However, the monetary aspect of the question did not appeal to him, for he had felt it was the duty of the State that the disgraceful state of affairs which existed at Fremantle at the time the new building was commenced should be ended at once, and proper provision be made for the accommodation of those afflicted with insanity. All would desire that when money was plentiful accommodation of this description should be provided for out of revenue. Any Government similarly situated would have done the same. As to the Goldfields Water Supply Administration there were many difficulties, and he agreed with the member for Guildford that it was desirable that so soon as definite reports were available and full investigations had been made, the reports should be given to the public. He could assure members that this would be done, for in the work of the department there was nothing to hide. When the work was constructed the best was believed to have been done, but the present Administration were not responsible for the existing state of affairs. He did not know that anyone could have foreseen what would happen with regard to the corrosion of pipes. When definite stages were reached in the

inquiry the result would be given to the public, so that they, as well as the Government, might know exactly the position of affairs. Reference had been made by the hon. member to the Fremantle water supply, and what he had been pleased to term, the evidences of gross maladministration on the part of the Government. Insofar as that supply was concerned, if the hon. member looked at the cost of maintenance, management, working expenses and salaries of staff, he would find that the total for the financial year 1907-8 was under that for the previous financial year, and was less than the financial year 1903-4. The reduction in revenue from that water supply was almost entirely accounted for by the reduction of valuations in Fremantle. For many years the supply had been working at a profit and paying interest to the State at  $3\frac{1}{2}$  per cent., and sinking fund at  $3\frac{1}{2}$  per cent. Had that supply been put last year on the same footing as the metropolitan waterworks supply, with  $3\frac{1}{2}$  per cent. interest and one per cent. sinking fund, the loss of £1,112 3s. 5d. would have been turned into a profit of £643 19s. He was now making investigations to ascertain what the true capitalisation of that water scheme would be had the profits been used in years gone by for the diminution of capitalisation. Had this been done the capitalisation to-day would not have exceeded £40,000. He agreed with the member for Claremont (Mr. Foulkes) that one of the reasons why the supply there was not doing very well was that the water was not too good. It was to be hoped that both these districts would see their way to join in with the requests and demands that they should enter the scheme of supply for the metropolitan area from the hills. In introducing the Estimates he had explained, and he trusted to the satisfaction of the House, the real differences which existed in regard to the amounts granted to the various roads boards in proportion to the funds they themselves raised. Members would notice that, generally speaking, the roads boards which raised locally the lowest percentage of the sum contributed by the Government were mostly in out of the way districts. There were exceptions, where

special works were occasioned by special circumstances and in which assistance was therefore given. He could not go into all the details, for time would not permit, but he could assure members that there was a real and very logical reason for the grants made to each board. He strongly dissented from the statement of the member for Swan (Mr. Jacoby), that there had been anything in the nature of favoritism in connection with the distribution of the grants. He had been amazed on adding up the figures to find that the requests the hon. member sent in for roads boards in his district amounted to the very modest sum of £3,750.

*Mr. Jacoby:* For how many boards?

The MINISTER FOR WORKS: For seven boards. Let the hon. member look at the rating of those boards. Certainly there were some good boards in his district, but these had been fully recognised as was evident by the liberal scale of Government contributions to those boards in the financial year 1907-8. For instance, the following grants were made: Swan roads board, £342 4s.; Greenmount, £1,020; Kelmscott, £715; Wanneroo, £375; Chittering, £250. It seemed to be a case of much wanting more. If one gave some people an inch they wanted an ell at once, and they were never satisfied. The criticisms coming from the member for Swan, after the treatment his district had received, was not generous; that was a very mild description of his action. The member for Guildford had also referred to the Busselton bore. At the present time negotiations were going on between the department and the railways for the supply of water for the railways from that bore. He anticipated that arrangements would be made in a week or two in this respect, and that a considerable saving would be effected thereby by the railways.

*Mr. Johnson:* Did you put the bore down for the town or for the railways?

The MINISTER FOR WORKS: It was well known there was a fair prospect of getting water there at moderate depth and cost, and an additional reason was that if a water supply were obtained it would contribute to the opening up of that district in connection with the

dairying industry. If it were found that artesian water existed it would be a step towards the establishment of that particular industry. The member for Claremont (Mr. Foulkes) referred to the fact that revotes this year were very large. With the exception of last year there was no year that the revotes had been so small as in the one under review. Ever since Responsible Government revotes had occurred. He agreed with the hon. member that it was desired that they should be as low as possible. The hon. member had also referred to the lighthouse at Cape Inscription, in connection with the construction of which the Works Department called for tenders for certain ironwork, and stated that when the department got the tenders in they handed them over to the departmental officers, and that this enabled them to put in a lower price. The hon. member was present when he (the Minister) explained the circumstances to a deputation. The position was that the Harbours and Rivers Department required the performance of certain work in connection with this lighthouse, and they asked for a price from the Fremantle Harbour Works for that particular work. The price quoted was £159; he was speaking from memory. In the opinion of the Engineer for Harbours and Rivers that was too high, and instructions were then given that tenders should be called. The Harbour Works price was accompanied by specifications. It was true the Fremantle Harbour Works did not put in a tender when the other tenders were submitted. When the tenders were opened it was found that the lowest tender was £197. The question he had to ask himself was this: was it justifiable in the circumstances to give this work to the Fremantle Harbour Workshops? He knew that the price of £159 had been put in by the Harbour Works long before any tenders were called, and that it was a justifiable and fair price, and, under the circumstances, he felt justified in giving them the work. In so far as pipes were concerned, in any considerable undertaking in the past the department had always called for tenders, and in many cases private firms had been successful in

obtaining the work. Without at this juncture going into details, he would say that while the Government conducted such trading concerns as water supplies and railways the Minister should be free to take every precaution to see that the Government got a fair price for supplies. There were practically two firms who were prepared to tender for any considerable quantity of cast-iron pipes; but we knew what human nature was, and he declared it was a useful and proper thing to have a check on the prices that these firms sent in. If members required further information he would refer them to the report of the Pipe Commission which sat in 1906, and also to the leading articles which were published in the *West Australian* and the *Morning Herald* on the day after the report of that Commission appeared. These were not newspapers which were biased in favour of departmental construction, and the leading articles they published were fair comments on the evidence given. It was clear at that time, after a most exhaustive inquiry, that the public were satisfied that the production was at reasonable rates, and that there was proper and good management, and it was in the general interests of the State that there should be some check on the prices of private manufacturers by the continuance of these works.

*Mr. Angwin:* Why do not you increase manufactures?

**THE MINISTER FOR WORKS:** Because he did not want to see private enterprise stifled. We were entitled to have a manufactory which would be a check on the prices quoted by manufacturers. The position of the State was that it should buy in the best market, and the Minister should be allowed a free hand to secure that end. It mattered not to him whether the railways were constructed departmentally or by private contractor, as long as we got a good job at a reasonable rate, and that policy had been evident in the contracts and the methods of construction adopted by the present Government. He would not have the statement of the member for Guildford that the work of building the railways carried out departmentally had been scamped.

To admit such a stricture would be to admit that the officers in charge of the construction did not know anything about their work. We had as capable a set of men in the railway construction department as could be found anywhere.

*Mr. Johnson:* There is no officer born who can watch a contractor.

**The MINISTER FOR WORKS:** Anyhow, good work had been done both departmentally and by private contractors. Hon. members asked him whether he would grant an extension in connection with the Hopetoun to Ravensthorpe railway. The line was not yet finished, and the question had not been considered, but he would say that he was going to take note of the great difficulties which had been experienced by the contractor in connection with the transport of his material. Even works departmentally undertaken were not always completed up to time. If there had been any undue delay the contractor would be fined, but if he had had to face undue difficulties every consideration would be given to him.

*Item, Inspector, Construction and Maintenance Works, £300:*

*Mr. JOHNSON:* In connection with this item he wanted to make a special appeal to the Minister for Works and to the Treasurer. The officer was undoubtedly, the brightest man we had in the Works Department. His salary was fixed at one time by the present Treasurer at £350. That action was taken on a minute which he (Mr. Johnson) left, to the effect that it was intended that the bonus of £50 to be given to this officer for carrying out work in connection with the lunatic asylum should become portion of his salary. The Treasurer honoured that minute, and the House passed the item, and he was paid the salary. The year before last the item again appeared on the Estimates as £350, but the present Minister for Works, although the House instructed him to pay this capable officer that £350, took it upon himself to reduce the salary by £50. He was referring to Mr. Allen. On drawing attention to this the Minister promised to look into the matter.

*The Minister for Works:* I did not take that £50 off his salary, I took it off his allowance.

*Mr. JOHNSON:* But it was no longer an allowance, it had become part of his salary. Perhaps the Minister was influenced by the under secretary who, possibly in the interests of economy, thought that this £50 which, in his opinion, was paid as a bonus, might be struck out. The Minister had cut off the £50, and the next Estimates had shown the item at £300 only. He (Mr. Johnson) spoke to the Treasurer on the matter, and the Treasurer had agreed that the understanding had been clearly that the bonus should become part of the officer's salary. He (Mr. Johnson) desired to urge upon the Minister for Works that this officer should not be discouraged by the loss of the £50 which was rightly his. To emphasise the unfairness of the thing, it would be found that the Public Service Commissioner in his classification had fixed the officer's salary at £350, notwithstanding which that officer was receiving only £300 to-day. He was an officer who worked far more than eight hours a day, and he was one that the State could not afford to discourage. Too much of this sort of thing was going on. The State was losing a man like Dr. Cleland because his special ability was not recognised. So it would be with this officer under discussion, who thoroughly understood his profession from A to Z, and who yet was receiving a paltry salary of £300.

**The MINISTER FOR WORKS:** There appeared to have been a misunderstanding somewhere. The officer had been receiving £300 as salary and £50 as a special bonus. True, the Public Service Commissioner had subsequently fixed his salary at £350, but it had been his (the Minister's) unpleasant duty to decree that in the present state of the finances the increase could not be given. As far as he remembered, there was nothing on the officer's personal file to show that the member for Guildford when Minister for Works had given him a definite promise that the bonus would be made part of his salary on the completion of the work at the asylum. However, he (the

Minister) would gladly go thoroughly into the matter with the hon. member, and if the hon. member could convince him that the officer was due for the increase under special circumstances that increase would be paid.

Mr. JOHNSON: The Minister's offer would be gladly accepted. It was not he (Mr. Johnson) who had given the £50 as salary, but the present Treasurer, who had done so in accordance with his (Mr. Johnson's) minute. He (Mr. Johnson) had no special connection with this officer, beyond the fact that he recognised his ability and desired that he should not be discouraged.

Item, Maintenance of main roads; Claremont-Subiaco, £200:

Mr. SCADDAN: While not directly interested in this or the succeeding items providing for the maintenance of a number of main roads, he had given some consideration to the question.

*The Treasurer:* What about the item, Kalgoorlie-Boulder main road, £200?

Mr. SCADDAN: Until that item had been placed on the Estimates some two years ago the Kalgoorlie Roads Board was very much against the principle of grants for maintenance of roads, more particularly in relation to the grants made to the Perth Roads Board. Perhaps because of this an item of £150 had been placed on the Estimates for the Kalgoorlie-Boulder road, whereupon the Kalgoorlie Roads Board had promptly declared in favour of the principle. However, he was quite prepared to strike out the whole group of items of this character, including that for the Kalgoorlie-Boulder road. Last year the vote for the maintenance of that road had been increased to £500 notwithstanding the fact that the construction of the road was not then complete. There were too many roads in the State that needed construction for this policy to be justified of granting votes for maintenance of roads already constructed. He never had raised nor would he raise any objection to money voted for the construction of roads, even though those roads might be in a Minister's electorate. But certainly there were no justification for spending thousands of pounds

in maintenance of roads in thickly populated districts. Again, if the Government was prepared to maintain one main road they ought to maintain all the main roads in the State. However, the whole principle of maintenance of main roads by the Government was bad, and the money provided for this purpose should be spent on new roads that would enable settlers to get their produce through to the railway sidings. It seemed that although they could not find money to cut bush tracks money was available for the maintenance of roads used only by motor cars.

*The Premier:* The trouble is that the municipalities through which these roads pass derive no revenue from the passing of the motor cars.

Mr. SCADDAN: If the metropolitan roads were on the Estimates for a maintenance vote, the country roads should be there also. Agricultural members last year told the Government that unless these items were abolished they would not support them. He hoped they stood to that attitude this year. There was an item for the Kalgoorlie-Boulder road, but that would not influence him, though the roads board in his district had complained of his attitude last year in moving to strike out the item. He moved—

*That the item be struck out.*

Mr. BOLTON: If it were possible to carry out the hon. member's idea one could support him, but the difficulty was that the districts through which these roads ran reaped no benefit from them, and if the local governing bodies could close the roads, they would do so rather than maintain them. They could not maintain them in such a state of repair as was necessary for the sake of the merchants who had their goods conveyed from the port to Perth, and they could not refuse to put them in order because the Minister for Works would do the work and stop the money out of their subsidies. He would support the hon. member if the local governing bodies would not be called upon to maintain the roads. It was all very well for the hon. member to talk. The hon. member had no roads in his district, merely tracks running be-

tween hessian tents. The main road passing through the North Fremantle electorate was bounded for three parts of the way by lands from which the local governing bodies received no rates. These items should have been put in one vote.

*Mr. Johnson:* It is all right as it is; strike out the Boulder-road item and add the money to your road.

*Mr. BOLTON:* The hon. member might do that. The hon. member, when a goldfields member, was all for goldfields; now the hon. member was all for the coast.

*Mr. Johnson:* I ask for that to be withdrawn. I have never made that remark. God forbid that I should ever do so.

The *CHAIRMAN:* There is nothing out of order. The hon member can reply later.

*Mr. BOLTON:* It would be unfair if a local governing body had to spend the larger portion of their revenue in maintaining roads of no benefit to them.

*Mr. JOHNSON:* The hon. member's enthusiastic parochialism had so carried him away as to lead him to make a mis-statement that he (Mr. Johnson) had raised the question of goldfields versus coast. God forbid that he should ever do so. He had always endeavoured to look at the State first and the constituency afterwards. Though he was more interested in these items than the hon. member from the point of view of his constituency, he was going to vote for the amendment, but would do so in the interests of the State, because he believed that when the State constructed roads the ratepayers should maintain them, at any rate, out of the subsidies given to them on their rates. His sympathy was with the farmer and the outback prospector. When Minister for Works he had told the roads boards that outback roads must get all the assistance, and those who made the most fuss about it were those parochial gentlemen from Fremantle. Too much consideration was given to North Fremantle in these items. Western Australia would be better served by politicians if there was less thought for one's constituency and more for the State. Were the agricultural members going to support these items? They had main roads in their

districts. Roads running from one town to another were main roads. We should give one lump sum for these roads and distribute it all over the State, instead of concentrating the expenditure, as was now done, in the metropolitan area. Probably the member for Irwin was asleep, but he (Mr. Johnson) had travelled over the roads in the hon. member's constituency.

*Mr. S. F. Moore:* Look after your own roads!

*Mr. JOHNSON:* There was the hon. member's parochialism coming out. The roads over which the unfortunate farmers in the Irwin electorate had to travel, through one of the best farming districts in the State, were in a bad state of repair. There were in that district some very excellent roads, but certain parts were absolutely neglected. Then go to the Beverley district and it would be found that exactly the same condition of affairs existed there.

*Mr. Davies:* What about Jandakot?

*Mr. JOHNSON:* That was another illustration.

*Mr. Davies:* Well you should support this item.

*Mr. JOHNSON:* The roads having been made in the first instance by the State should be maintained by the local bodies. Those who took a keen interest in agricultural development must realise that the agricultural districts should receive the first consideration. If that were given then items like that under review must be struck out.

[*Mr. Taylor took the Chair.*]

*Mr. ANGWIN:* The last speaker had referred a great deal to Fremantle, but as a matter of fact that place had not got one penny from the vote under review. The roads set out in the Estimates as either beginning or terminating at Fremantle had not been described properly and that was the fault of the Minister, who was too honest. If he had simply described the roads as for instance "Jandakot road," then members would not have been so incensed about the matter. The member for Guildford had not referred to the fact that the previous item to the one under review was for a road in his district, and had not

attacked that. He did not intend to act in a "dog in the manger" way with regard to these roads and his chief complaint about them was that the list of roads to receive assistance for maintenance was not much longer. There was nothing on the Estimates for the Fremantle-Canning road. He did not intend to follow the practice of some members who refused to support certain grants because there were not similar votes for their own districts. There was the item Claremont-Subiaco road, but it would be most unfair to call upon the respective municipalities to maintain that road, as it was used almost entirely by funerals going to the Karrakatta cemetery. Fremantle and East Fremantle got nothing whatever from this vote for they maintained their own roads.

Mr. WALKER: The member for East Fremantle had given a very good reason for voting against the item, although it was his intention to argue in favour of its retention. The hon. member urged that the list of roads to be maintained by the State should be much larger, and that because some roads were not included, that was no reason why members should vote against those which were. There was a reason, for it looked very much like favouritism to certain parts of the country at the expense of others. If other roads were not included and the question were asked why this was not so, the answer always was because there was no money. If there were no money, why were not the items under review either refused or reduced? There were main roads running between many mining centres outside of Kalgoorlie and Boulder but there was no provision for them on the Estimates. If members looked at the opposite page of the Estimates they would find that there was a reduction of no less than £5,250.

*The Minister for Works:* You made that same muddle last year. Those items refer to votes passed last year, and the money for which has been paid. They are not recurring items.

Mr. WALKER: What was provided to take the place of those items?

*The Minister for Works:* Look among the new works.

Mr. WALKER: What was provided as an equivalent for that money voted last year? Was there nothing for the road between Bulong and Randall's? Where was there provision for the construction of new roads? While money was required for the opening up of districts by new roads, old established roads should be maintained by the bodies controlling the districts through which they ran; but it was noticeable that upon these roads Government money was lavished.

Mr. FOULKES: In the Cottesloe district there were two roads, one a main road from Perth to Fremantle, and the second on the other side of the railway line. The main road for the last few years had been in such bad order that the people preferred to use the road which ran on the north side of the railway line. Some members spoke as if the local authorities did not pay their fair share towards the maintenance of these roads, but he assured members that the bodies did contribute to the cost. Take the Buckland Hill district. The values there were placed at a very high rate. Land was rated at £400 per acre, when it was well known that it would not realise more than £200. The people there were paying practically 4s. in the £. It was idle for members to complain that the people situated between Perth and Fremantle did not pay their share towards the maintenance of the roads. In his opinion there should be a separate column on the Estimates, showing the main roads towards which grants had been made by the Government. There were many roads in agricultural and goldfields districts, which were entitled to receive assistance from the Government, and it was for that reason he would impress on the Minister the necessity to prepare this separate list, showing the main roads which were entitled to receive assistance. Some members maintained that no grants should be made by the Government for the maintenance of roads. While it was often a burden to ask the local authorities to find money to pay for the cost of constructing a road, in many cases it

was too great a burden to ask that local authority to maintain them.

Mr. UNDERWOOD: It was his intention to vote for the striking out of these roads, and he would do so on principle. It was not advisable for the Government to maintain any main roads. Once a road was constructed the better policy was to let the local governing bodies look after the maintenance. The member for Guildford would like to give the agriculturists first call. He, however, would not favour them more than anyone else, but they should receive justice. Where there was a large population they were far better able to maintain their roads than where there were hundreds of miles of roads and where the population was sparse. He had all along opposed the Government maintenance of roads. Some members wanted to know of what advantage was this particular road to Claremont. There was no doubt about the fact that the road running through Subiaco, as it did, increased the value of the properties.

The Minister for Works: You do not know what you are talking about. I will take you around Cottesloe and show you where greater values are off the main road.

Mr. UNDERWOOD: In spite of what the Minister said he would repeat that this road increased the values of property around it.

The TREASURER: The question of maintaining roads had always been a vexed one in Western Australia. Considerable credit, he thought, was due to the Minister for Works for having been the first Minister to bring this matter prominently before Parliament.

Mr. Scaddan: No, you yourself were the first.

The TREASURER: Although he had brought the matter before Parliament he had not put a schedule of all the roads down as the Minister for Works had done. The Minister for Works was not burking the question, but had brought it prominently before the Committee. These roads shown on the Estimates had been singled out as special main roads that required consideration at the hands of the Government. Notwithstanding

that these roads had been singled out, and singled out in such a way as to show hon. members that special grants were being made for their maintenance, yet it was to be remembered that the general roads vote also covered maintenance of roads of this description. There were other main roads in the State, and it would be very difficult indeed to adopt the method suggested by the member for Claremont and make a complete schedule of all the main roads; except indeed they had a clear definition of what constituted a main road. The general definition of "a road leading from one centre to another" would apply to pretty well all our roads. The general vote allocated to roads boards undoubtedly covered maintenance work as well as construction. The point to be considered was as to whether the time had arrived when the whole burden of maintenance should be thrown upon the local bodies.

Mr. Collier: It has long gone past.

The TREASURER: That statement was to be doubted very much. If the hon. member would travel through the goldfields districts, or if he would travel through the agricultural districts, he would find many centres where it was not possible to provide locally for either the construction or the maintenance of roads. So long as the policy of the Government was to settle the lands they were bound to take into consideration not only the construction of roads but, to some extent, assistance for maintenance. It appeared to him that the policy of building roads without giving a thought as to maintenance was a bad one, for the roads so built would very soon fall into disrepair. Personally, he would like to see the whole of the maintenance thrown upon the local authorities if he could but think that those bodies were in a position to carry it out; but it was absolutely impossible for the local bodies at the present time to rate themselves sufficiently high or to saddle themselves with the necessary debt.

Mr. Bolton: It is not rateable frontage.

The TREASURER: A good deal of the frontage was not rateable. A difficulty which the Minister for Works had



to contend with lay in that when allocating this general vote to the several roads boards he had to take all these matters into consideration; he had to take into consideration the fact that many of the roads boards had considerable lengths of main roads running through their respective districts. That applied right through the country, and these bodies had not rateable value upon which to raise the money. Therefore, they required special consideration at the hands of the Government in order that they might be in a position to maintain the highways of the State. If the Government could not provide sums of money with which to assist these local bodies in their younger days or their poorer days, the result would be that the State's highways would be crippled and, in consequence, the railways also would be crippled. Much as he would like to see this vote entirely transferred to the local authorities, it could not be done at the present time. He realised that although these main roads led from the capital and that they were, to a certain extent, connected with populous centres, yet they passed through sparsely populated districts and through districts which did not receive the full advantage of the main roads. The Fremantle main road itself had been a bone of contention for many years. When representing the old Canning constituency many years ago he time and time again had had to fight for assistance from the then Government for the maintenance of the road running South to Bunbury. Back in those days it had been pointed out that the road was chiefly used by the Perth residents, and that it was these people who were chiefly responsible for the necessity for repairs. That, in a modified form, was the position to-day. Hon. members would see that this vote was not so much as it used to be in the old days. It had been materially cut down last year.

*The Minister for Works:* It is half what it was four years ago.

*The TREASURER:* Seeing that the Minister for Works had a thorough grasp of the position and that he realised the necessity of gradually shifting the res-

pensibility on to the local authorities, it might safely be left in his hands to reduce this amount and ultimately to wipe it out altogether. This year, at all events, no good purpose would be achieved by interfering with the item, because a portion of the money had already been expended. The matter of road construction throughout the State was one of vital importance to all. It was idle for hon. members to complain that roads had not been provided for here and there. The Government could only provide for expenditure according to what revenue they received; and if the revenue did not come in they could not make provision for the construction of roads out of revenue. When the Loan Estimates were brought down next week the House would have to take into consideration the question of whether the time had not arrived in Western Australia when a sum of money would have to be provided out of loan for the purpose of constructing new roads in agricultural and goldfields centres. Roads must be provided, and it was of no use burking the question. It would be foolish to say that because the revenue was not there, the credit of the country should not be pledged for the purpose of constructing roads. If the new settlers were to be given a chance to do well for themselves, for their families and for the State, they must first be given the facilities of transit by roads as well as by railways. He hoped that in the circumstances the Committee would allow the item to stand.

*Mr. HUDSON:* The propositions put forward by the Treasurer had no bearing on the question. Whose fault was it that seven-twelfths of the money had been spent before Parliament considered the Estimates? Parliament could have been called together earlier in the financial year to consider the Estimates. Then the Treasurer advanced the argument that we should pass the item on consideration of the promise that there was to be a surprise packet during the course of next week on the Loan Estimates. That argument could not please members, nor the other argument that these roads were part of the land settlement policy of the country. This item had nothing to do with that. The point was whether we

should economise by reducing the votes for out-back districts or those for the City, and in following our land settlement policy the latter course should be adopted. It was admitted that the local governing bodies through which these particular roads passed shared in the general vote for the construction and maintenance of roads. Therefore they would get a double allowance for these roads, and that was unjust to other parts of the country.

Mr. COLLIER: In talking of the need for constructing roads the Treasurer was on good ground. One could support any vote for constructing roads in new districts; but this was a different proposition altogether. It was a question of maintaining main roads in and about the City. Having travelled through the outlying districts he knew the need there was for new roads in scattered portions of the State; and knowing that, he would support the amendment. He was opposed to the maintenance of main roads in the metropolitan area.

*The Minister for Works:* This is only a portion of the cost of maintenance.

Mr. COLLIER: The Minister would not come down with any proposition to bear the whole cost, and was sufficiently daring in coming down with the proposal for bearing part of the cost of maintaining these roads. Until we could afford reasonable facilities for settlers, we were not justified in year after year voting large sums of money to maintain these main roads. The only reduction on last year's vote was a sum of £318, and of that sum £300 represented the reduction on the vote for the Boulder road. If there was justification for such a reduction on the Boulder road, why did not the other roads suffer a proportionate reduction? At any rate he was prepared to vote against the item for the Boulder road as he did last year, knowing there were scores of roads about Kalgoorlie and Boulder more deserving of expenditure upon them than this road which was one of the best roads of the State.

*Hon. F. H. Piesse:* You got big votes for Kalgoorlie roads in the old days. They were very liberally treated.

Mr. COLLIER: That was for construction, not for maintenance; but probably Kalgoorlie was not singled out for special treatment in that regard. The only connection between these roads and the land settlement policy was that one road led to the cemetery; but that was settlement under the land, not on the land. These were not the only roads through sparsely settled districts. No doubt there was more traffic upon them, but there was traffic on other roads not considered among these votes, and the roads with the smaller traffic should be entitled to a proportionate share of the expenditure. The time had arrived for us to discontinue finding money for the maintenance of these roads. If there were any funds available they should be spent in constructing new roads in the back country.

Mr. JACOBY: The object of the amendment was, he understood, that members might show their opposition to the continuance of the system of making grants for the maintenance of main roads.

The CHAIRMAN: That was the intention of the amendment. The proposal was that item No. 35 should be struck out with the object of expressing the opinion of members that all the items from 35 to 43 inclusive, should be struck out.

Mr. JACOBY: Some of the items proposed to be struck out were in agricultural districts, and did not come within the purview of the argument that grants should not be made for the maintenance of main roads in the metropolitan area. For instance, there was the item Perth-Armadale, £774. Portion of that road ran through Gosnells, Kelmscott and Armadale. If the desire were to protest against the centralising of expenditure in the metropolitan area, he would support it. In his vindictiveness the Minister had referred particularly to certain road boards in his (Mr. Jacoby's) district, stating that those boards had not done their duty to the State in the direction of raising money themselves. Of the seven road boards in his district, six were doing more in that direction than the Fremantle roads board, and five of

them more than the roads board in the district in which the Minister resided.

*The Minister for Works:* What are you talking about? In what place do I live?

Mr. JACOBY: Claremont.

*The Minister for Works:* You do not know what you are talking about. I do not live in Claremont. Why are you not accurate?

Mr. JACOBY: The Minister was not the right man to talk about accuracy, considering he referred to a number of applications for grants made by the last member for Swan, and in doing so said that he (Mr. Jacoby) had made the request. They were handed in before the last elections.

*The Minister for Works:* I desire the hon. member to withdraw that remark for it is inaccurate. I did not attribute the making of those requests to him.

Mr. JACOBY: The Minister distinctly said that. If he denied it, of course he would accept the denial. All through there was a centralising tendency in the Works Department and we could not expect to get proper development in the country districts until the department made up their minds to spend the money placed at their disposal in helping districts such as those on the goldfields which were producing new wealth for the State. He intended to vote for the amendment as an expression of opinion against the centralising policy of the department.

**THE MINISTER FOR WORKS:** The last speaker had referred to what he termed his vindictive attitude, but throughout the discussion that hon. member had made incorrect references to the district in which he (the Minister) lived, and the electorate he represented. There was no roads board in his district. The hon. member had described inaccurately the district in which he lived. He should make himself more conversant of the facts before he made statements in the House.

*Mr. Hudson:* We do not want to know where you live. Tell us about the item.

**THE MINISTER FOR WORKS:** Would the hon. member kindly cease his unseemly interruptions. The roads under

review cost the State originally some £90,000 to construct, and unless Government assistance were given in their maintenance, there was a very strong probability that they would fall absolutely into disrepair. These main roads came under a different category from others in the State, in that they were those which had very considerable through traffic. He was as anxious as members opposite to see that in the settled portions of the State, the contributions from the Government for maintenance were decreased. He had shown his belief in that principle by doing what the member for Guildford (Mr. Johnson) had not done when he was in office—he had cut down the vote. In 1905-6 the vote was £2,800 for the Perth-Fremantle road, for the next year it was £2,350, the following year £1,060, and this year £966. That road was used almost exclusively for through traffic from Perth to Fremantle, and not one penny of the amount voted went either to the Perth or Fremantle Municipal Council. In connection with that road, take the position of the Buckland Hill Road Board. At Buckland Hill there was a thriving community of working people, but he doubted whether there were a score of ratings, although the maximum rate was struck, whose annual rate was more than 50s. It was doubtful whether in the whole of the road board area there were half-a-dozen traps. The population consisted exclusively of the working class; but running through the district was a main thoroughfare constructed of blue metal, this being necessary as it had to carry the through traffic from Perth to Fremantle. Members were now asking that that small community should at its own cost maintain the portion of the road running through that district, and which was never used for local traffic but by the merchants of Fremantle and Perth.

*Mr. Jacoby:* Make the Perth and Fremantle people pay for it.

**THE MINISTER FOR WORKS:** If the hon. member would tell him how to do that he would be pleased.

*Mr. Jacoby:* By keeping the money out of their grants.

**THE MINISTER FOR WORKS:** Then there was the Claremont-Subiaco road.

This was used almost exclusively for the traffic to Karrakatta cemetery. A large portion of the road was in the Claremont Roads Board district, which comprised the outlying portion of the thriving municipality of Claremont. On the cheaper lands were built the smaller houses, and members were now going to say to those residents and ratepayers that although the road in question did not benefit them it had to be maintained because all the burials of the metropolitan area went to Karrakatta, and that they would have to pay for that portion running through their district. Was that just or reasonable?

*Mr. Collier:* There are people in the same position in other parts of the State.

**The MINISTER FOR WORKS:** Could not the hon. member differentiate? The traffic on the Perth-Fremantle road was far greater than on any of the back-country roads.

*Mr. Collier:* You are not making proportionate grants to the country roads.

**The MINISTER FOR WORKS:** Applications came in from time to time for Government assistance for main roads in the country districts, and in many cases were granted, but it would be readily understood that these grants were not yearly recurring ones, as the roads were very different from the main roads now in question, which needed annual attention in order to keep them in repair. These votes did not represent the whole cost of maintaining the roads. They represented something like half the cost of maintenance. We had regular monthly inspections of these particular roads, and unless they were being kept in proper repair the local authorities were pulled up. In connection with the Perth-Fremantle road it got into such a state of disrepair some six years ago that the local authorities whose areas were along the route of the road would do nothing and the Government had to step in and pay a heavy cost, something like £11,000 to re-make the road. If hon. members were members of a roads board which was interested, they would protest against the injustice which was put upon them by the Government if the Government asked them to

maintain these roads. He was willing to agree that next year there should be a considerable reduction on all these votes with a view of ultimately wiping them out.

*Mr. Bolton:* Will you put the Fremantle roads in repair, if Fremantle will afterwards maintain them?

**The MINISTER FOR WORKS:** That was a fair offer. There was a good deal to be said for the local authorities who did not use the main roads much for their own traffic. Take the road from Perth to Armadale. There was a large through traffic there.

*Mr. Angwin:* That is an agricultural road.

**The MINISTER FOR WORKS:** The member was misleading the Committee when he said it was an agricultural road. There was heavy traffic from Perth to Armadale. It was one of the favourite motor roads in the State and the licenses for the motors were collected, he presumed, in Perth. Was it desired to thrust upon the shoulders of the boards interested the cost of maintaining that road when we recognised that the damage was done principally by the through traffic? He could not say anything more than next year he would agree to a substantial reduction in these votes.

*Mr. Collier:* You made that promise last year.

**The MINISTER FOR WORKS:** There was a strong feeling that it should be done, but no promise was made. Anyhow, he would give the House an assurance now that if the vote was passed there would be a reduction of from 25 to 30 per cent. with a view to the gradual extinction of the vote.

*Mr. Walker:* That is conditional upon you being Minister.

**The MINISTER FOR WORKS:** I will make the promise on behalf of the Government.

*Mr. Scaddan:* Mr. Johnson made that statement and the next Minister who came in ignored it.

**The MINISTER FOR WORKS:** The proposal he had made offered a fair solution. He hoped at all events that it would meet with the approval of the more reasonable portion of the Committee.

Mr. JACOB: The Minister for Works seemed to know very little about the development of the country when he spoke of the districts which were served by the Perth-Armadale road as being suburban. He guaranteed that outside the actual townships there was not one resident there who was not actively engaged in developing his block of land, and there were very few blocks there that were under 10 acres in extent. In no part of the State could one find three districts which were more purely agricultural districts than the districts of Gosnells, Kelm-scott and Armadale.

Mr. OSBORN: The Committee should not be led astray by the statement made by the member for Swan. These districts had an excellent train service and the settlers made good use of that service to send their produce to market. They found it much more convenient to use the train than the road. If the Committee were going to take a determined stand he hoped that no distinction would be made between one road and another.

Mr. SCADDAN: It was well known that the prospectors in the back districts were handicapped because they could not get their ore carted to a battery without having to pay very considerably, the reason being that the roads were impassable, while in many cases no roads existed. The same thing applied to the agricultural districts. Under existing conditions new settlers were handicapped, because they had no way of getting their produce to the railway. Very often they had to clear tracks themselves and while that continued we had no right to contribute towards the maintenance of the roads around thickly populated centres. There was a road running from Kalgoorlie to Boorara from which no revenue at all was derived.

*The Minister for Works:* Boorara is in the Kalgoorlie Roads Board district.

Mr. SCADDAN: But supposing that—

*The Minister for Works:* You want to do too much supposing.

Mr. SCADDAN: What he wanted to say was that supposing Boorara was in another district, the Kalgoorlie Roads Board would be compelled to maintain

it. When the member for Guildford held the portfolio of Minister for Works be (Mr. Scaddan) had refrained from urging any roads wants in his district for two years, in order that the Minister might fulfil a promise to spend £2,500 for two years in constructing the road from Kalgoorlie to the mines. So impressed was he (Mr. Scaddan) with the importance of that road that he had been prepared to sink all other roads for the time being in order to centralise the expenditure. But he had held then, as he held to-day, that once that or any other road was constructed the local body should maintain it. It was only a fair charge upon the people of any district that they should maintain the roads in their district: because it was by no means necessary for a man to personally travel over the road to make use of it. The butcher and the baker coming to our doors were making use of the roads in our behalf. That was the real issue; every person in a district who might be served directly or indirectly by a road ought to contribute towards the cost of its upkeep. But it was unjust in the extreme to ask the prospector and the agricultural settler in outback districts where roads were unknown, to contribute to the cost of the maintenance of the motor-car roads in and around Perth. The Minister for Works had agreed to promise that this item would be reduced by 30 per cent. next year. But, unfortunately, there might be a reconstruction of the Ministry before that time arrived. If the Premier would give the same promise he (Mr. Scaddan) would withdraw the amendment.

The PREMIER: It ought to be sufficient that a Minister had given his pledge. When, a few minutes earlier, he (the Premier) being absent from the Chamber, one of his colleagues had come to him on this question he had stated that he would like to see the main roads item end after this year; but that, perhaps, it would be a hardship to strike them out in one amount and that it would be better, perhaps, to say that it was the intention of the Government to steadily reduce the vote. He wished to point out that the municipal subsidies had been and were still being cut down.

How then were the municipalities concerned to provide for the maintenance of these roads if the burden were to be thrown upon them too abruptly? He did not believe in taking off the whole amount in one year, but he was prepared to make a substantial reduction in the item on the next Estimates.

Mr. SCADDAN: In view of that statement by the Premier he would ask leave to withdraw the motion.

Mr. ANGIN: How could the Premier undertake that this item would be substantially reduced next year? There might be a general election in the meantime.

Leave to withdraw amendment refused.

(Sitting suspended from 6.15 to 7.30 p.m.)

[Hon. T. F. Quinlan took the Chair.]

Mr. HUDSON: As one who had objected to the withdrawal of the amendment he had done so advisedly. The arguments in support of the item were untenable, because the Government admitted the expenditure was not justified and that they were willing to reduce the item considerably and ultimately wipe it out altogether. Promises like this had been made previously, and it was time some stand was taken by members. The item would be deleted if members voted as they spoke when this matter was before the previous Parliament. It was no argument to advance that the bulk of the traffic along these main roads was heavy goods traffic passing from the port to the City. Did the Government want the roads to be kept in excellent repair in order to assist others to successfully compete against the railways? That would be strange on the part of any Government. He objected to the withdrawal of the amendment unless an undertaking were given that the item would be considerably reduced next year and that for the present year at least 25 per cent. would be deducted. The local governing bodies interested had no right to anticipate that there would be no reduction in the vote. They must have anticipated a reduction, so there would be no hardship on them.

Mr. BOLTON: The road was there and we should not allow it to get into a state of disrepair for the sake of compelling people to use our railways, but the local governing bodies should not be compelled to keep it in order against their will. The position now was that the Premier had given us an assurance that there would be a 30 per cent. reduction from this grant each year until it disappeared. Those who supported the amendment were prepared to accept that assurance, but those who objected to the withdrawal of the amendment stood on velvet, having in the circumstances everything to gain and nothing to lose. Even if the amendment were defeated they still had the assurance from the Minister and the Premier that there would be a reduction, though the understanding was given with the idea of the item going through.

Mr. Scaddan: So it will.

Mr. BOLTON: On a division. The Government should take "yes" or "no" on the vote, and if the item were knocked out entirely one could abide by the decision, but if the amendment were negatived it should be understood that the item would appear again on future Estimates. He was prepared to stand by the decision of the Committee on that issue, and not on the issue of the 30 per cent. reduction in any case, whether the amendment be submitted or not.

Mr. WALKER: The suggestion of the hon. member would stultify the Committee and the Minister. The promise was given for acceptance, though some wanted more than was promised. Some wanted the reduction now and not later. His desire was for a proportionate reduction in the metropolitan areas as in the country districts, and if there was that proportionate reduction he was satisfied and had nothing further to urge. On the assurance that the reduction would be made he accepted the Minister's statement and would vote with the Government, but not to retain the item as it was for ever. He hoped when the division came the position would be whether we would be satisfied with a 30 per cent. reduction or the abolition of the vote altogether, and that

those who voted with the Government would vote for the gradual reduction of the item by 30 per cent. per annum.

Mr. UNDERWOOD: If the amendment were put and lost would he be in order subsequently in moving to reduce the item?

The CHAIRMAN: Yes.

Mr. UNDERWOOD: The Government admitted that it would be wise to reduce the items, so they might just as well start at once and allow those under discussion to be reduced by 25 per cent. Their promise to reduce the item next year was of no avail, for supposing the Premier went to London as Agent General and there was a new Premier, any promise with regard to next year's Estimates would be quite valueless. In any event the items would be cut down next year. The amendment should be withdrawn with the object of moving one to reduce the item by 25 per cent.

The MINISTER FOR WORKS: The promise he had made to the member for Ivanhoe was that if the amendment were withdrawn, the Government would reduce this item next year by 30 per cent. with a view of its gradual extinction in process of time. He had no intention to go back on that promise whether the amendment to strike out the item were withdrawn or not. He looked upon it as an honourable understanding. Had he chosen, he could have carried this vote to-night, but the opinion of the Government before ever this discussion took place was, that it was desirable these items for main roads should be reduced gradually. In giving the promise he was only making an arrangement which in any case would in all probability have been carried out next year. Year after year these items had been discussed *ad nauseam*. An understanding had now been arrived at which was agreeable to most members, and he hoped those who would like the extinction of the items at once would realise the position and understand that a fair arrangement had been arrived at.

Amendment put and negatived.

[Mr. Daglish resumed the Chair.]

Mr. HUDSON moved—

*That the item be reduced by £50.*

Amendment put and a division taken with the following result:

Ayes	..	..	..	3
Noes	..	..	..	32

Majority against .. 29

#### AYES.

Mr. Hudson	Mr. Troy
Mr. Underwood	(Teller).

#### NOES.

Mr. Angwin	Mr. Jacoby
Mr. Barnett	Mr. Johnson
Mr. Bolton	Mr. Keenan
Mr. Brown	Mr. Male
Mr. Butcher	Mr. Mitchell
Mr. Collier	Mr. Monger
Mr. Davies	Mr. N. J. Moore
Mr. Foulkes	Mr. S. F. Moore
Mr. Courley	Mr. Osborn
Mr. Gordon	Mr. Plesse
Mr. Gregory	Mr. Price
Mr. Hardwick	Mr. Scaddan
Mr. Heitmann	Mr. Walker
Mr. Holman	Mr. Ware
Mr. Hopkins	Mr. F. Wilson
Mr. Horan	Mr. Layman

(Teller).

Amendment thus negatived.

Item, Chittering Roads Board, Northern Gully-road, North main road, deviation, £75:

Mr. ANGWIN moved—

*That the item be struck out.*

In his remarks on the question of roads boards the member for the district (Mr. Jacoby) had emphasised the necessity for such votes being given to the back country, especially the goldfields; consequently it was only fitting that he should now be given an opportunity to prove his words by actions. One could only be of the opinion from what the Minister had said that he had acted wrongly in putting that item on the Estimates. We would therefore give the Minister the opportunity to reconsider his position and spend the money allocated for this and other works in the same electorate in districts where it was more urgently needed.

#### Personal Explanation.

The Minister for Works: Earlier in the evening the member for Swan stated that I said he had put the requisition for

grants for various road boards in his district. This I denied, being under the impression I had said that the requisitions for the grants came from the various road boards. However, afterwards on thinking the matter over I had some doubt, and I referred to the *Hansard* reporter. I found that the hon. member's statement was correct. I beg to offer him my apologies, and I take the earliest opportunity of correcting the mistake.

*Resumed.*

The MINISTER FOR WORKS: This vote was absolutely justified. It was for a deviation on the main road, with a view to missing a particularly awkward hill. Chittering was a very old settlement.

Mr. UNDERWOOD appreciated the proposal of the hon. member to strike out this special grant, and if he called for a division, he would vote with him.

Mr. JACOBY: This main road led through the Chittering district to Greenhills, and the whole of the grain and hay grown there had to be carted down this road, and portion of it was so steep that in order to improve the road and make it safer, this grant was allowed by the Government, so that a deviation might be made.

Mr. ANGWIN: The only conclusion that he could come to was that the member for Swan had tried to bluff the Committee earlier in the sitting. He (Mr. Angwin) was now asking the Committee to agree to what the hon. member himself had suggested. He hoped the member for Swan would realise in the future that almost every vote on the Estimates was a genuine vote, and was required for the development of the State, and those who lived in some districts had no desire to plunder the exchequer more than others.

Mr. JACOBY: Having listened to the sermon of the hon. member he felt that he had benefited very much from the advice.

Item, Claremont Council—Davis Road, £400:

Mr. SCADDAN: This road was in the municipality of Claremont. He did not know where, but what he objected to was municipalities receiving grants unless there were very good reasons.

The MINISTER FOR WORKS: This was a main road from the Claremont station to the new asylum. During the past two years the Government had erected large buildings at a cost of over £100,000, and the road had been absolutely cut to pieces. The Government had been asked to recoup the Claremont Council for the cost of repairs, and that was what this vote was for.

Item, Cue Roads Board, etcetera, £85:

Mr. HEITMANN: Would the Minister inform him what method was adopted by the department when a request was made by a deputation for a grant; what enquiry was made to ascertain the justification or otherwise of the claim.

The MINISTER FOR WORKS: Generally speaking an officer of the Works Department who might be in the district inspected the work, and reported upon it. In connection with the item the vote was for forming and metalling about 25 chains of road at Cuddingwarra. There was very heavy traffic on this road, and it was impassable in wet weather.

[*Mr. Foulkes took the Chair.*]

Item, Fremantle Roads Board, Rockingham Road, £100:

Mr. UNDERWOOD: Would the Minister give an explanation of this vote?

The MINISTER FOR WORKS: Rockingham was a small township 20 miles from Fremantle. It had no railway communication, and a part of the road passed through a sparsely populated district. The traffic on this road was almost exclusively confined to the settlers at Rockingham, and the money was necessary to effect repairs.

Mr. UNDERWOOD: Fremantle was found to be scattered very freely through these Estimates. It was time some other districts besides Fremantle got a chance. Fremantle and Perth had had enough, and he entered a protest against grants being scattered all over the Estimates for these places. There were many districts that were worthy of far more consideration than Perth and Fremantle.

Mr. GORDON: This vote had nothing to do with Fremantle. Fremantle happened to be the place where the residents of Rockingham marketed their goods.



The MINISTER FOR WORKS : It was to be understood that the Fremantle roads district was no part of the Fremantle electorate, which he represented ; nor was he in any way interested in the Fremantle roads board. The Hamilton-road led out to the Jandakot area, where there was a very large settlement. There was every justification for assistance in the making of this road.

Mr. UNDERWOOD : If the Committee were to agree to pass the item, would the Minister give an assurance that it would not be doubled next year ?

Mr. ANGWIN : If there were any chance of getting such items doubled next year he would have an application to make. He could say that this road had nothing to do with the Fremantle electorate.

Mr. HUDSON : Perhaps the member for South Fremantle could furnish some information on the subject of this item.

Mr. DAVIES : The road led to a district in which there was a large number of settlers who were well entitled to the road.

Item, Gosnell's Roads Board, Old Mills road, £100 :

Mr. BOLTON : There was quite a number of these items relating to works in the district of the member for Swan. Was this particular work, and those represented in the two succeeding items, really urgent ?

The MINISTER FOR WORKS : These were roads which he himself had inspected last Saturday afternoon. He knew them to be necessary works. The roads board was a new one, and undoubtedly one of the best in the State. Seeing that the board was in an early stage of its existence he had to some extent been generous towards it—a generosity which he by no means regretted, because unquestionably the money was being thoroughly well expended.

Item, Kalgoorlie Roads Board, filling in abandoned shafts, £150 :

Mr. BOLTON : How came it that the filling in of abandoned shafts appeared in a list of new works and buildings ? It seemed to have been sandwiched in in order that it might escape notice.

The MINISTER FOR WORKS : There was a list of grants to be made to roads boards by way of assistance in the carrying out of necessary works. The facts were that adjacent to several roads in the Kalgoorlie road district was a number of old shafts constituting a very real danger to the public, and more especially to children. In consequence of representations made to him he had arranged for an inspection of these shafts and for an estimate of the cost of filling up the more dangerous among them. In consequence the board was being assisted to the extent of £150. If the hon. member with his family lived close to one of these roads he would be the first to complain of the danger of the shafts.

Item, Kelmscott Roads Board, Jandakot Agricultural Area, road and culvert through swamp, £50 :

Mr. OSBORN : There seemed to be a great number of items in which the member for Swan was directly interested. Would the Minister give some information as to this particular item ?

The MINISTER FOR WORKS : This was a road leading west from the Armadale railway station. Its purpose was to enable settlers to reach the station.

Mr. BOLTON : Why has the member for Swan been treated so well ?

The MINISTER FOR WORKS : Probably because it so happened that the great bulk of the orchard and market garden areas around Perth was in the hon. member's electorate. The people in this district were fighting a hard battle and he had as much sympathy with them as with any other class in the community. The items were quite justified. There had been no undue favouritism towards the member for Swan.

Mr. OSBORN : Attention was drawn to the item to show the considerable number of votes for the Swan electorate, and when the Loan Estimates were being considered Ministers should bear that fact in mind and give consideration to other districts.

Mr. WALKER : One would like to know the total amount of the items for the Swan electorate. The member for the district had been able to induce the

Minister to go over all the roads in the electorate.

*Mr. Jacoby*: It was before I was elected.

*Mr. WALKER*: The member for Swan could get votes because the Minister could spend his Saturday afternoons visiting the roads so as to vouch for the need for the works; but the goldfields could not get visits from the Minister, so that goldfields needs were not known. Of course the Minister did visit Kanowna unknown to him, but it was to get a candidate to oppose him. The member for Swan, when first returned, was particularly eager for economy. Then let the member vote to reduce each item for his electorate by £5 and there would be enough to make a road in the Kanowna electorate.

*Mr. ANGWIN*: The attention paid to the Swan electorate was a lesson to hon. members. He would invite the Minister to inspect the Melville district. The Melville roads board, in whose district road making was a very heavy item, taxed themselves to the utmost to carry out works, but that very fact stood in the way of their getting assistance from the Government. However, it appeared that a district represented by a member sitting on the Government side could get assistance, while a district represented by a member sitting in Opposition received none.

*The MINISTER FOR WORKS*: If the member for Kanowna would adhere to the facts appearing on the Estimates it would put a stopper on the hon. member's flights of imagination. Out of 137 items only 11 were for the Swan electorate.

*Mr. Walker*: I could put 20 Swan electorates into my constituency.

*The MINISTER FOR WORKS*: And the Swan electorate could put 20 times the population of Kanowna into the Kanowna electorate. Kanowna had a diminishing population, while Swan had an increasing population. Among the 11 items for the Swan electorate there were seven roads boards affected.

*Mr. WALKER*: It was only since this Government came in that the Kanowna electorate went down, but its population was not dwindling. Mining was looking up, and the district would go further

ahead if the Mines and the Public Works Departments did their duty, but when the Mines Department suffered companies to lock up the reefs, and when the Public Works Department stood in the way of supplying the water necessary for mining, no wonder the district was kept somewhat back. It was enough to drive any population away. When a member asked for justice for his district he was told the population was dwindling, and, therefore, there was no necessity for the grant. The Minister was keen and ready with his taunts, but it would not be said of him (*Mr. Walker*), as of some members, that they owed their seats purely on account of the way they got at the Treasury. That was said of the Minister for Works.

*Mr. SCADDAN*: When comparison was made with other road boards it would be seen that those in the Swan electorate were not deserving of the Minister's eulogies. Each of those boards received a considerable amount last year, and much more than other boards. He had made a comparison of the road boards in the Swan electorate as compared with the Kalgoorlie roads board. During the year the latter raised £3,652 and received £3,164, or £150 for each £100 contributed by the Government. On the other hand, the Swan roads board raised £726 and received £842, or £86 for every £100; Greenmount raised £1,161 and received £1,065, or £109 for each £100; Kelmscott raised £570 and received £740, or £77 for each £100; Wanneroo raised £141 and received £375, or £37 for each £100; Chittering raised £192 and received £250, or £76 for each £100. This made a total of £77 raised for each £100 received from the Government.

*Mr. Jacoby*: What about Darling Range and Gosnells?

*Mr. SCADDAN* had not known that they were in the Swan electorate, but anyhow the figures did not alter the general average. The return showed that the Darling Range roads board raised £574 and received £500, or £114 for each £100, and Gosnells raised £915 and received £1,402 10s., or £62 for each £100. Yet there was no reduction in the grants in the Swan electorate this year, but there

was for Halgoortie, who suffered a reduction of £300 on the maintenance and £225 in other grants, or a total of £525 less than last year. This amounted to over 50 per cent. Last year the sum of £28,819 was granted for the construction of new roads, and £38,667 for maintenance. This was a wrong policy. If the figures were reversed and £38,000 was granted for the construction of new roads, the State would be the gainer. It was unwise to spend so much upon maintenance.

Mr. BARNETT: The member for Ivanhoe (Mr. Scaddan) evidently was not aware of the fact that the connection with roads for agricultural districts. When a grant was made in the first instance for a new road only enough work was able to be done in order to allow vehicles to travel over it. It was absolutely necessary that further funds should be allocated for these roads each year until they were put in really proper order, for otherwise the result would be that the original expenditure on the new roads would be wasted entirely.

Mr. JACOBY: There was a considerable difficulty thrust on the department in classifying boards and allocating grants. If it were possible to arrive at a scheme whereby a board should receive so much for every pound they raised themselves the difficulty would be, to a great extent, obviated. As the member for Albany (Mr. Barnett) had said, when the country roads were first constructed there was only sufficient work done to permit traffic, and it took several years for the roads to be put in proper order. With regard to the remarks made by the member for Kanowna (Mr. Walker)—

Mr. Johnson: On a point of order. What item are we discussing, and is it in order for the hon. member to speak generally?

The CHAIRMAN: A good deal of latitude had been given in the discussion on the item. The Minister had brought certain charges against the member, and the latter had been given an opportunity to reply. He did not intend, however, to continue to grant such latitude, and members must confine themselves as nearly as possible to the item under discussion.

Mr. JACOBY: When he had referred to the necessity for economy his request was that there should be economy in the direction of expenditure on un-reproductive works, and that more money should be spent on works that would produce new wealth. The road under discussion would open up a large agricultural district to which, at present, there was no communication. It was either sandy or swampy country, and even with the grant only a small measure of relief would be afforded. In his electorate there were no fewer than seven roads boards and portions of two other boards, and that accounted for the fact that his electorate appeared so frequently on the Estimates. The amount of money raised by the boards represented, however, a very fair percentage on the Government grant.

Item, Nannine main street, construction £150:

Mr. HEITMANN: Could the Minister give the Committee any information as to the reasons for the appearance of the item on the Estimates, and something about the history of the road.

The MINISTER FOR WORKS: Nannine was at the head of the line, and a considerable number of teamsters started there for the outback country. There was no Municipality at Nannine.

Mr. Heitmann: Yes there is.

The MINISTER FOR WORKS: At any rate, the street had suffered very considerably from the teams leaving there for the back country. Representation was made to the department for assistance and after examination, it was thought wise to put the item on the Estimates.

Mr. SCADDAN: The departmental return showed that during last year the Nannine roads board collected £33 2s. 3d. in rates, whereas the total amount due for rates was £502 2s. 6d.; consequently, they only raised 6 per cent. of what was due.

Mr. HEITMANN: The road in question was controlled not by a board but by a municipality. This was not a bad street. It was a good natural formation and the surface was of limestone. Nannine had been a town for fifteen years, and rather than spend money in that street now it would be better to

devote it to the road between Nannine and Meekatharra.

Item, Albany Roads Board, Denmark Bridge, £1,000.

Mr. COLLIER: This seemed rather a large sum; would the Minister give an explanation?

The MINISTER FOR WORKS: The Government recently made arrangements to take over the Denmark area, and this bridge was required in connection with the opening up of that area. Surveys had been completed and plans were in course of preparation in anticipation of the passing of the vote. It was anticipated that the work would facilitate the sale of Government lands.

Item, Albany Municipality, York street extension of main drain (new works), £200:

Mr. JOHNSON: Would the Minister explain how it was that this and other districts as shown in the several succeeding items could secure Government assistance for drainage when he had been informed that it was impossible to get a grant from the Government for this work? He had been told too that it was necessary that local bodies should form themselves into boards to strike a rate and supply the money themselves. If that rule applied to one district, it should apply to all.

The MINISTER FOR WORKS: In the case of a limited drainage scheme the Government gave some assistance to small municipalities. In this particular case the Albany township had already expended a considerable sum of money, and this amount was necessary to carry off storm waters which flowed from Mt. Clarence into the public streets of the town. Under the circumstances the Government thought they were justified in supplementing the Albany council vote just as had been done in the case of the Boulder council. The Government were prepared to extend the same consideration to other districts, so long as it was for the drainage of the town, and the scheme was limited.

Mr. JOHNSON: The Minister had visited his district, and knew of a particular drainage question which had been brought under his notice. The whole of

the district depended upon the extension of the drain, but he would let that go because the Minister stated that he was prepared to give consideration to other districts. In connection with the next item, "Bunbury Municipality, South Bunbury Drain, 5-mile Brook land resumptions, £500," he thought that there was an error here, because if the Minister turned back a little, he would see another item "Bunbury drainage, £500." Surely these items were for the same work. It would be necessary therefore, to move that one be struck out.

Mr. BARNETT: With reference to the Albany item, the Minister was under a slight misapprehension. The facts of the case were that there was a portion of the foreshore in Albany between high water and low water mark which had been previously vested in the Government. The Albany municipality was asked to take that over, and before agreeing to do so, certain drainage work was necessary.

The MINISTER FOR WORKS: With reference to Bunbury items referred to by the member for Guildford, the first was a grant promised by the Premier to the council for drainage. This was a pound for pound grant. The other one had to do with reclamation of land at Bunbury, and in order that the bona fides of the council could be tested in connection with this matter this grant was given conditionally on the town subscribing a similar amount. Both items were separate. One was for drainage of streets and the other for resumption of land in connection with the drainage.

Buildings, £70,895:

Item, Kalgoorlie School of Mines additions, £620:

Mr. SCADDAN: This item was evidently a misprint. It appeared here under new works for the Education Department. If the Minister looked a little further down he would see that the item was repeated as No. 309 under the heading of new works for the Mines Department. Evidently, it was a misprint, and it would be necessary to move that the item be struck out.

The MINISTER FOR WORKS: It was evidently a misprint, and he moved—

*That the item be struck out.*

Amendment put and passed.

Item, Rottneet, conversion of the Reformatory into Accommodation House, £382:

Mr. JOHNSON: Would the Minister explain how he proposed to conduct this establishment after the conversion had taken place?

The MINISTER FOR WORKS: It was originally intended to convert this into an accommodation house, but subsequently the Government did not feel disposed to go to the expense. The vote of last year was £783, but liabilities to the extent of £257 only were incurred. The Government were not going on with this for the present; it would be a public accommodation house when it was built.

Mr. Horan: And finally, a State hotel.

The MINISTER FOR WORKS: It could not be said yet whether liquor would be sold there. The item on the Estimates was to cover the cost of material.

Item, Perth quarters for groom, Minister for Agriculture's Department, £150:

Mr. COLLIER: Was the Minister for Agriculture supplied with a groom, and why was it necessary that this groom should have quarters?

The MINISTER FOR WORKS: This was a revote; as a matter of fact it was for improvements to Government House stables.

Mr. SCADDAN: Then how did it appear here under the heading of the Minister for Agriculture?

The MINISTER FOR WORKS: That was what he could not understand.

Mr. SCADDAN: If that was the position he would move that the item be struck out. It was found that items crept in under different headings. If the statement of the Minister were correct, then the item certainly should be struck out. But possibly the Minister was misreading his notes.

Mr. Hudson: The Minister must be under some misapprehension.

The MINISTER FOR WORKS: From what the Minister for Agriculture had now told him, it seemed that the whole

thing was a misprint. As a matter of fact it was provision made for a groom for Government horses—that was to say, for the horse-purchasing department.

Item, Grants in aid for construction of and additions to Mechanics' Institutes, £2,500:

Mr. JOHNSON: Would the Minister tell the Committee whether the difficulty over the building of the mechanics' institute at Bellevue had been settled?

MINISTER FOR WORKS: It was understood that the difficulty had been removed.

Vote put and passed.

[Mr. Dalglish resumed the Chair.]

Department of Colonial Secretary (Hon. J. D. Connolly, Minister) *The Treasurer* in charge of the votes.

Vote—Office of Colonial Secretary, £7,518:

Mr. HUDSON: What would be the procedure followed? Would the Committee be asked to take the first division of the departments?

The TREASURER: Hon. members could address themselves to the whole of the department if they wished.

The CHAIRMAN: The question before the Committee was the office of Colonial Secretary, £7,518. It was open to any member who desired to do so to discuss the general administration of the Colonial Secretary's Department. On the other hand it was open to members to discuss each division separately as the division was arrived at.

Mr. HOLMAN: Some explanation was necessary as to the policy the Government intended to pursue in reference to immigration. He could not but express grave dissatisfaction at the system adopted in the past, under which hundreds of men had been dumped into Western Australia and assisted to enter into competition with our own workers. The policy was ostensibly to settle men on the land; but instead of that, hundreds of men had come to Western Australia and gone straight to the Labour Bureau where they had been assisted to get work at the expense of other men already in the State. Some of the immigrants were now working for starvation wages, while others had killed

themselves in despair at the outlook. This was a state of affairs which should be put an end to. Instead of building up an adult population Western Australia was losing it. According to the *Statistical Abstract* the population of the State was practically at a standstill, while people who had been in the State for years were forced to leave it and look for work in other States. The Government were spending money in bringing out immigrants to enter into competition with the Australians living in the State. Personally he was in favour of putting bona fide settlers on the land; but that was not being done. Men were being brought out here to enter into competition with the mechanics and artisans already in the State. He had had scores of new arrivals call at his office; and the cry of them all was that they had been encouraged to come to this country by absolute mis-statements. He took strong exception to this method of attracting immigrants. The system was detrimental to the best interests of the State. Several pertinent questions could be asked in regard to the trip a certain gentleman had to England. Some immigrants who described themselves as farm hands got no further than Perth and entered into competition with people already in the State, and sometimes, in all probability assisted by Ministers, secured positions in the public service, though there were thousands of able-bodied men willing to take the work who often found it next to impossible to secure work. Few of the immigrants could be properly termed farm labourers. How was it they were brought here while scores of our own people had to leave the State to seek work elsewhere? We would all like to see the population forge ahead, but we must look at the situation as it was. Last year the increase to our population was very small, showing that people must have left the State; and every man who left the State meant that we had a producer or a taxpayer the less, and that the burden of taxation, already heavy, was heavier on those remaining. The sooner we dropped the ruinous immigration policy the better. If men came here with money with which to open up the

land no one would cavil at it, but it was a disgrace when we were misled by statements that we were introducing people to open up the country who really took employment which men already in the State should have. It was known that some of these immigrants went to the mines, and it was shown two years ago that there was a well-defined system in force of introducing a large number of foreigners to work in the timber mills. There was no objection to any man of whatever European nationality who came here so long as he lived under the same conditions as we did; but it was strange that while men already in the State could not secure marine dealers' licenses, Russian Jews who came here could, a few days after landing, take out these licenses. There was something radically wrong in that. In view of the adverse criticism upon their immigration policy we should have a statement from the Government on the matter. We heard of a case of suicide of an immigrant; we heard of immigrants going to the old men's home, and of others getting better consideration at the Labour Bureau than those with wives and families already in the State. The Government could hardly imagine the damage their policy was doing. If the Government realised that by their assisting men to come here the effect of it was to drive others away they would soon drop the policy.

The PREMIER: It necessarily followed that there were bound to be some disappointments in connection with immigrants. The first people who came to Australia were immigrants, and they came here under much worse conditions than the men coming here now.

Mr. Holman: I say nothing disparaging of the immigrants; I only speak against the policy.

Mr. Underwood: Some of them had to come here.

The PREMIER: Possibly some of them did, but they had done good work, and some of their descendants were among the best citizens of Australia. He had repeatedly said in the House that the most emphatic instructions had been given to the Agent General that the Government were desirous that whoever were

responsible for selecting the immigrants should satisfy themselves personally that there was a prospect of a man on his arrival in Australia making a success. It was pointed out a few months ago that we preferred men to come out here who had experience as agriculturists, that we preferred them to come penniless rather than to have men come here with £50 or £100. It was foolish a man coming here with a limited amount of capital. Many came with £100 or £200 who were not adapted for, and would never make a success of, settling in Australia, and Mr. Ranford's attention had been particularly drawn to this fact. Mr. Ranford had a thorough knowledge of the State, was a good judge of character, and would see that the men who came out would in all likelihood prove successful colonists. Some of the men engaged as lecturers had not been successes. The Agent General was informed that the Government were not desirous of renewing Mr. Scammell's engagement. For a social tea party Mr. Scammell was very good, but for instructing men as to the conditions of life in Western Australia and for advising them generally as to settlement conditions, Mr. Scammell was not a success.

*Mr. O'Loughlen:* What about Dolley?

The PREMIER: Dolley had done really good work at home, and from information received from Mr. Brockman and other officers who had been Home, it would appear that Mr. Dolley was one of the best men in the Agent General's office. Mr. Dolley was a smart man and had knocked about the bush for a considerable while and was able to place before the immigrants the conditions of life in Western Australia very well. Mr. Dolley was engaged as a temporary hand against his (the Premier's) advice, but after the term of his engagement expired, the report of the Agent General was that Mr. Dolley's work was of such a satisfactory nature that he had been re-engaged for another short period. The gentlemen who had been engaged as lecturers for Western Australia some time back, although not re-engaged by us, had been engaged by the Commonwealth. Those were Mr. Scammell and Mr. Drakard.

Apparently those gentlemen had been able to convince some people that they were suitable for the work.

*Mr. Collier:* What about "Wongi?"

The PREMIER: The hon. member apparently referred to Mr. Nelson, who had delivered a few lectures in England. The Agent General was asked to arrange for one or two farmers who had gone Home from the State to be present at any of Mr. Nelson's lectures, so that at the conclusion of the lectures they could speak from personal experience of the State.

*Mr. Heitmann:* As interpreters?

The PREMIER: At one time the member for Cue used to look with adoration on Mr. Nelson, and every voice in the House was silent when Mr. Nelson rose to speak. Apparently that gentleman had fallen from grace, and all his virtues had departed with his change of political opinions. One did not know about the change of political opinions, but at any rate Mr. Nelson was not now revered to the same extent by members opposite as he was when he was one of their colleagues. No one could say that Mr. Nelson was not able to place the prospects of Western Australia before the people in a pleasing way. The Government realised the absolute necessity for only allowing a man likely to prove a success to come here, and our representatives in London had been so instructed. He had always maintained that a man who was experienced in the Eastern States was a much more suitable man to settle in Western Australia than a man from the old country with no experience; and as members knew, the Government were doing all they could to encourage that class of settler from the Eastern States. He had refrained from establishing agencies either in Adelaide or Sydney, not that he did not believe they were both good fields for operation, but he desired to have so much country subdivided before more men arrived here, that when they did come they would lose no time in getting and taking up land. Great difficulty was being experienced now in securing surveyors. Four or five more men were wanted at Denmark alone.

Mr. Taylor: Give up politics and go on your old job.

The PREMIER: Anyhow, there would be more money in it. The Government would have to arrange for young unlicensed surveyors to work under licensed men, so that the work could be pushed on with. At Denmark there were only 90 or 100 lots, and the Government had kept them so that men could make a selection and go on the land the next day.

Mr. O'LOGHLEN: The Premier had assured us that probably mistakes had been made in the past and the wrong type of men brought here, but that the Government were taking every precaution to get better immigrants in the future. Within the past few weeks immigrants had arrived here who had no intention of going on the land, but were getting on saw mills and driving out of employment native-born Australians. Possibly if a member moved for a reduction of this item members opposite would accuse him of decrying the country, or of showing lack of patriotism. He yielded to none in his patriotism, and no member was more desirous of the Commonwealth advancing than he, for he recognised that Australia was the best country in the world. There was, however, room for improvement in the Commonwealth in regard to the administration of this immigration question. The policy should be for the purpose of getting people here to go on agricultural areas. Notwithstanding the optimistic utterances of Ministers that we had vast areas available, it was very difficult for a genuine settler to get land within 20 miles of a railway. Consequently it was no use bringing immigrants here to go on land so far away from the railway that their labours would be practically useless. His principal grievance against the immigration policy of the Government was that men were being brought here to compete in the wages market against our own people, with the result that the unemployed problem was always in our midst. The difficulty was not now so acute as it was a few weeks ago, but there were poverty-stricken families in the City who were greatly in want, and the heads of the

families were carrying their swags through the country looking for work. He knew an immigrant who had been working in a butchering business in Perth a few weeks ago for 25s. a week without his keep, but his clothes got so very ragged that he was told he could not be kept on, and he found his way down to the South-West where he offered his services for 10s. a week. At the Mornington Mill there were 10 or 12 men who arrived in the State six weeks ago, reputedly for the purpose of settling on the land, but what they were doing was to settle some of our own people by putting them out of employment. He had received a postcard, which had been distributed throughout the world. It referred to the jarrah forests of the State, and said:—"We have 8 million acres of jarrah forests waiting for the axe." That was marked, "Gov. litho print, Perth." During the past month he had been worrying the Premier for the purpose of getting an area for some sleeper cutters, who had been idle for three or four weeks, waiting for timber to operate on; but he failed to get it. The Premier could not place his hand on a suitable spot for them. It was no less than endeavouring to get people here by false pretences to make the statements about the country that had been issued throughout the world. People on the platform and in this Chamber had said there was room in the jarrah forests and elsewhere here for immigrants, but that was nothing more than political hypocrisy, and the sooner an emphatic denial were made by cutting down this vote for immigrants the better. It had been said there was a splendid field here for the agricultural labourer. The other evening the Treasurer said he was proud of the fact that immigrants found their way to the Labour Bureau, and were given employment instead of our own people.

The Treasurer: I never said anything of the sort; that is wrong.

Mr. O'LOGHLEN: That was the meaning he gathered from the Treasurer's words. Many of the immigrants who came here as agricultural labourers went into the districts and worked under the ruling rates. They were willing to accept



£1 or 15s. He admitted that many of them were not worth even that sum, but the result of their offer was that our own men were being put out of employment. That was a suicidal policy. Lecturers were being sent to England to point out the potentialities of this country, whereas at the same time there were people here who could not get the right to live. The first duty of the Government was to the people within our own borders. He had a printed statement which would show that the people abroad looked on our immigration policy with some feeling of satisfaction. Those were the people exploiting the interests of Western Australia. Mr. A. P. Stoneman, the chairman of directors of the Kalgoorlie electric tramways, pointed out at a meeting in London that the profits for the 12 months were only £17,000, whereas he had hoped they would be £19,000, but the trades unions of Kalgoorlie were very strong, and notwithstanding repeated attempts for reduction they were unsuccessful; but, he added, the present Government in power were going in for a vigorous policy of immigration, and a steady flow of immigrants was going into land, and naturally the tendency would be for a reduction of wages. He hoped that at the next directors' meeting he would be able to tell a different tale. If the chairman of directors of any company in London so far let the cat out of the bag, the taxpayers should give the matter their serious consideration. The present immigration policy had been the means of reducing wages from one end of the State to the other, and yet references were frequently made to the grand resources of the country, the high wages and the splendid field for agricultural labourers. The Premier had said it would be easy to get immigrants from South Australia, but that he would not establish an agency there. In his (Mr. O'Loughlen's) opinion it would be very difficult to get immigrants from that State, for at the present time men were leaving Western Australia in shiploads. Marvellous strides had been made in South Australia in the last few years. He had a report of a judgment given by Mr. Justice Gordon, a very learned and humane Judge. There

was a three column report of the judgment which was in connection with the brush-making trade in Adelaide, and it dealt with the subject of the men's wages. His Honour laid it down definitely that after careful investigation and consideration he had come to the conclusion that the wage of 7s. a day was the poverty line. He also said that was the sum charged for keeping prisoners in the stockade, and he did not think any reputable employer wanted his workmen to live on what was enough for a criminal. Four or five years ago when he (Mr. O'Loughlen) left Adelaide, the ruling rate was 4s. 6d. with a maximum of 6s. 6d., but now 7s. was fixed as the poverty line. If that were so in South Australia what should be the condition here where the cost of living was so much greater? Although there were good seasons in South Australia and a boom in the metal market the Government were prepared to look to the people first and to encourage their own people. By wise and progressive administration and earnest attention to the people's business, they had been able to force that country ahead at a rate which was something abnormal. It would be a good thing if our Government would take a leaf out of South Australia's book. Mention had previously been made of the vast areas of land in this State waiting for the settler, but it had frequently been pointed out by members of the Opposition that if an unimproved land tax were introduced the result aimed at would be achieved, for then some of those large areas along the existing railways would be thrown open for selection. While we had areas along existing lines it should be our duty to try and get them opened up, and not send settlers out East of the rabbit-proof fence, where it was impossible for them to make a success. The residents and taxpayers for many years past, who had made this State, were asking for those facilities, but, in many cases, were asking in vain. They were asking that they might have preference over others. The Government should pay a little more attention to the people within our own borders instead of going in for an immigration policy which was shortsighted and foolish, and bringing here

people who had no knowledge of the country and had no idea of the difficulties to be surmounted and who could only stick to the land as long as the Agricultural Bank stuck to them. With a good deal of knowledge of the Sussex district, he could say that although there were some splendid fertile areas, he knew of immigrants living there on sand plains who had no hope whatever of making a success of the land they had taken up, and who must ultimately fail. It was nothing but cruel and suicidal to put people on country where they could not succeed. The Australian himself, who knew the soil and the difficulties, could not make a success of farming in such country. How then was the immigrant, fresh from overseas, to be expected to make a success. It would be one of the best things that could happen to the State if this vote were struck out, but then some might say that we were trying to shut out desirable citizens. He would not be a party to following that course, because he recognised there was no safety in our limited population of four million people, a population which resided around the fringe of Australia. We must remember that there were teeming millions within a few days' sail of us; millions who were recently flushed with victory and had become very arrogant, millions who had scored a decisive victory over another nation and who, in a short time, would want an outlet for their surplus population. It was only reasonable then to assume that they would cast longing eyes towards this continent. Therefore it was the duty of the people from one end of Australia to the other to build up a self-reliant community, to enable us to resist any invasion or attack. Some might say, why then oppose immigration. He was not opposed to immigration, he would extend the hand of welcome and the hand of friendship to new people, but he strongly opposed this policy of getting people here to go on the land before we were prepared to receive them. He opposed the expenditure of huge sums of money, and sending lecturers Home to bring immigrants out here under false pretences. That was not the policy we

should pursue. Rather than send lecturers home we should see that the settlers we had made a success of the tasks they undertook. It did not matter if there were not many, they would become the best advertising medium, and as their success was demonstrated, as they would point out that they had overcome difficulties, their friends would follow them. It might be said that would be rather a slow policy, but it was a certain one. A good deal could be said on this question, but he was one of those who believed it would be better to drop the policy that was being adopted and pay more attention to opening up the resources we had, and not resort to deceptive means. The Government had advertised that we had eight million acres of jarrah land available, but owing to the shortsighted policy of the past, most of this country had been given away, and those who came out expecting to secure work in this country found that nothing of the kind existed. This was bound up largely with the vote we were discussing, because immigrants who were coming here were going into that industry, but they only came here to be deceived and only to learn that past Governments had given away such immense areas of country that there was practically nothing left. The Premier might say that the Government were going to conserve areas and find work for the immigrants, but he (Mr. O'Loughlen) pointed out that while we encouraged immigrants to our shores we had men in the industry who had been idle for several weeks, waiting day after day and week after week to get some definite reply from the Government which would enable them to follow their occupation. While this state of affairs existed, we found, too, that during the last 12 months the Government had given away thousands of acres of virgin forest. When he found this policy which had for its object the flooding of the labour market, the bringing in of people under false pretences, he would enter his protest, no matter whether he was decriing his country or whether he was charged with being unpatriotic. The duty of this country and the duty of

Parliament, was to the people within its own borders.

[*Mr. Taylor took the Chair.*]

Hon. F. H. PIESSE: Having listened with great interest to the remarks of the member for Forrest, he would say that very much of what the hon. member had stated could be supported. There was no subject which was more serious or which was beset with greater difficulties than that of immigration. He had spoken in the House many times with regard to it, and he had done his best to encourage it and to support the people when they came here in the hope of making them successful citizens. The subject was a difficult one because of the fact that it was difficult to get hold of the right class of people to settle here.

*Mr. Underwood:* The difficulty is to get land to settle on.

Hon. F. H. PIESSE: That could be disputed. The fact was that there had been a great deal of exaggeration, and, he admitted, on the part of some of the lecturers with regard to the condition of the country. He was sorry to say that that state of things had existed since 1887, when the Western Australian Land Company who, under conditions of contract, had to introduce so many immigrants per mile of railways made. Many of these immigrants were astonished when they came out here to find that fruit did not grow on gum trees. With regard to the immigration question, he strongly advocated it a few years ago, but, he was sorry to say that since this country had not been in that flourishing condition which it boasted some few years ago, we were not ready to receive immigrants as we had hoped we would be. The Government of the day had been placed in a difficulty with regard to immigrants who had come here. He was not one of those who wanted to try and displace the men already in employment in the State. What he wanted to do was to find work for all, but the country was going through a stage which made it difficult to find employment for everyone. The financial institutions were not so desirous to-day of assisting the

people as they were in the past. It was not because they did not desire to do so, but because of the existing conditions of finance. Other parts of Australia had suffered by the withdrawal of large sums of money, and Western Australia had, as a result, felt the pinch. There was not money available to-day to carry out large works. It was all very well to talk about placing the people on the land, but he wanted to say as one who had been closely associated with settlement, that there were insurmountable difficulties to be faced by the new settler. A new settler came here without experience, and even without means, to carve a new home in the wilderness. It was only those who had stamina who could make a success. The assistance of the Agricultural Bank had been material in helping forward many of those who had been able to keep their heads above water and make some progress, but at no time in our history had we so much difficulty as there seemed to exist at present. Money was very scarce, and it was harder to get the means to help the people than it was in the past. He did not want to be at variance with members opposite on the subject of immigration, and he did not want to see men displaced by newcomers, what he wanted to do was to try and encourage to come here people who had sufficient means to start. He would like to give the Committee some few instances of his own experience, and to refer to a project which was on foot and which had been instituted by some friends of his with whom he was associated. This scheme was to enter into communication with people of means in England and elsewhere to induce them to send their sons out here and allow them for a time to gain experience on farms and stations, and subsequently settle them by purchasing farms partly established or taking up new selections. It might be said that this was a slow way of settling people on the land, but to show how sure it was he would mention three instances of recent success. The three men in question had not previously been associated with the land. The first came out three years ago, and he brought out his two friends two years

afterwards, and, later still, one of these induced his brother to come out. One now was settled in the Northern areas and was doing well, after having put in a probation period with a settler in the North, the other was settled in the Great Southern district, where he had put in two years on farms. In these cases two farms had been purchased of 13,000 acres for each, of these men, and something like £2,500 had been paid for the purpose of placing these men on the land. They themselves would be in a position to employ labour, for the work of developing their properties was rapidly going forward.

*Mr. Underwood :* They will probably want cheap labour.

*Hon. F. H. PIESSE :* Such a remark was entirely uncalled for. He himself had been the first to introduce short hours for farm labourers in this State, in addition to which he had invariably kept the wages up.

*Mr. Underwood :* I did not intend to reflect upon you.

*Hon. F. H. PIESSE :* There was a good deal in the remarks of the member for Forrest with which he agreed. He was altogether adverse to the introduction of unsuitable immigrants. Recently he had been approached by an assisted immigrant who, after 20 years service in a printing firm at home, had come out to Western Australia with a view to going on the land. Notwithstanding that this printer knew nothing about the land, he (*Mr. Piesse*) after making a few inquiries as to why this man had left his employment and come out to Western Australia, did his best to try and find suitable work for him in a country district, but without success. Then, in the course of a few days he received a letter from his man stating that he had gone on to New South Wales. That sort of thing of course was regrettable. We did not want printers coming here in the expectation of immediately blossoming out into successful farmers. However, the system itself was not to be blamed for this, because there were so many contributing factors. For one thing the country was passing through a time of great depression and in consequence the conditions of

the labour market were most acute. The people we wanted were men who were in a position to at once apply themselves to the development of the country. How was this to be attained? Only by a system of attracting people to our shores through the medium of lectures and of Government assistance. Still, even in this respect he did not believe in any exaggeration, for many people were only too readily carried away with the prospect of getting to a new land. He would not like to be a party to the turning of this tide of immigration. What was required was to keep up Western Australia's connection in this respect with the people of the old land. We wanted people from the old country, and many of them; but not under the present conditions except we could at once find employment for them. However, there would be results following on the advertising which had been done by the State; results that would be better than we had experienced in the past. If the project which he had in hand and to which he had already referred, were to prove successful, it would probably result in the bringing out of hundreds of young fellows whose parents, comfortably situated, were looking for an outlet for their sons. By introducing these lads we would be introducing wealth into the country.

*Mr. Underwood :* And we will throw good men out.

*Hon. F. H. PIESSE :* That was scarcely to be expected. The hon. member was inclined to be pessimistic. The proper thing to do was to keep Western Australia's name before the world with a view, not to bring out here those who would enter into competition with others already here, but to bring out farmers and the sons of farmers who would go direct upon the land. He was at variance with the member for Pilbara on the question of the unoccupied lands along the railways. He would gladly take the members for Pilbara and for Forrest to Katanning with him on the following day. If they would but accept his invitation, he would be able to show them some of the development that was going on all along the Great Southern Railway. It would prob-

ably astonish them, for it was greater by far than he himself had expected to see at so early a stage in the country's history. There had been at one time occasion for the outcry against large areas of land being allowed to lie undeveloped, but that occasion was being removed to-day. The process was slow. For 34 years he himself had been working in this country, and it was only during the last nine years that he had seen any real progress. Even the member for Forrest admitted the great necessity for population. He (Mr. Piesse) did not for one moment want to see the country overhurdled with more people than it could support; but he wanted to say that the country could support far more than were likely to come to it within the next 10 or 20 years. There would be failures in this matter of immigration just as in all other walks of life. The hardships endured by the new settlers on the land were sufficient to make one's heart bleed; and these were the people who, after all, were building up the State. He trusted that hon. members would not for one moment attempt to discourage immigration. The hon. member had pointed to South Australia and had inferred that her prosperity was the result of wise Government. If ever a country had made progress during the last few years it was South Australia. She was enjoying to-day wonderful harvests of grain, of wool, and of wine. All this was being turned to account, and it all tended to make her prosperous. But the Government had not contributed to it in any greater degree than had our Government contributed to whatever meed of success might have been Western Australia's during their regime. In South Australia the Government had had the opportunity, and good luck had followed their footsteps. It was unjust to blame our Government for the vicissitudes of the State. It might be that they had contributed to these in some small degree, but the same could be said of every Government in all countries. It certainly was not because of her Government that South Australia was making progress. South Australia suffered from a depression unequalled in any part of Australia, but she had gone through it, and now was

one of the richest of the States. In fact South Australia, it was said, had more individual richness than any part of Australia. The cause of it was improved conditions of farming and superphosphates. Beautiful land previously exhausted had come into use again through the introduction of scientific methods and superphosphates, and the State, under a Government ready to take every advantage, had made wonderful progress. The statement that people were leaving Western Australia in boat-loads was not supported by statistics. No doubt many people were leaving, but we would always see the people coming and going as they were doing to-day. It was true that some immigrants took work in the farming districts at from 10s. to 15s. per week, but they were not displacing others. They took lower wages because they were not worth more; they had to learn their work. With others, he did not wish to see the class of immigrants coming here that did, but it was altogether too risky to stop immigration to the country; because our State was so wide, and had such great prospects, and our future entirely depended upon getting population. The Government thoroughly understood what members desired; but the immigration of these people so objected to could not be stopped at once, though we would soon see a great change. The remarks of hon. members would convey to the Premier the feeling of the Assembly, and would strengthen the hands of the Government in preventing an influx of undesirable people, but we should not stop it at once, or we would do greater harm to Western Australia than anything else could do.

Mr. GILL: The unemployed difficulty was very acute in Perth, and the depression was painful, and we would not get rid of it for some time. Therefore it was the duty of the Government to cry a halt in regard to their immigration policy. No doubt we had room for people who would go on the land and stay there, but there was no room here for the class of immigrants sent out. There were two persons in Perth who were sent to Western Australia, and were told by an immigration lecturer that when they arrived they would be rushed on the boats by

people anxious to give them employment. It was the misleading statements of the immigration lecturers that caused these people to come here with no intention of settling on the land, and while we had a large number of people starving there was no room for this class of immigrant. The Ministers should see that their instructions were obeyed in the future.

Mr. JOHNSON: It was no good expressing the pious hope that Ministers would do something to stop the immigration policy they had been so wildly pursuing. He was determined to get to something definite or know the reason why the people of the State were persecuted in seeking employment while immigrants could secure work. Unless the Government stopped this sort of thing there would be a revolution in the country, and he would take part in it. It was all very well for Ministers to smile and the member for Katanning to read us a lecture, but yesterday at the Premier's office there was a crowd of immigrants waiting to protest to the Premier against misrepresentations, and loudly expressing their views against—one might say—the dishonesty of the immigration lecturers. We must get to something definite, or the people would be taking a hand in the matter. He hoped that when we reached a certain item on the Estimates, members would express their strong protest.

Item. Under Secretary, £600:

Mr. TROY: The Committee had been led to understand that the reason Mr. North was appointed on the Albany Fleet Celebrations Committee was that he had great experience of such committees. He did not believe that statement for he knew how he obtained the position and who urged his appointment. That appointment was urged because he was a friend of a member of the Federal Parliament. Mr. North travelled to Albany on a free pass.

The CHAIRMAN: The member was hardly in order in discussing the Albany Fleet celebrations.

Mr. TROY: Owing to the action of that officer in going to Albany, receiving money from the State as expenses and neglecting his own work to do so, he intended to move to reduce the item.

The CHAIRMAN: The item is the salary of the under secretary and has nothing to do with the American Fleet.

Mr. TROY: In view of the fact that this person drew £6 1s. 6d. as expenses and neglected his work while at Albany he intended to move that his salary be reduced by that amount, in order that the State might not suffer. The action of this officer was one which only a person possessing the hide of a rhinoceros would be guilty of. No other member of the committee had asked for one penny for expenses. Mr. North did not do his work while away, he had a good time as a member of the committee and did not do half as much work as any of the other members. Notwithstanding that he charged 15s. a day while he was away on a holiday. He moved—

*That the item be reduced by £6 1s. 6d.*

The TREASURER: It was to be regretted that the hon. member had thought it necessary to make this attack, which could only be characterised as a very petty one, upon a responsible officer of the department, Mr. North. The committee appointed to look after the entertaining of the American Fleet comprised not only the local members of Parliament and some of the chief residents of the State but also the members of the Federal Parliament who were then in Western Australia. They were all invited to be members of the committee and those in the State took an active part in the work. Mr. North was put on the committee also and in pursuance of his duties travelled to Albany to assist in seeing that the entertainment of the Americans was properly arranged. There was no gentleman in the service of the State better qualified to render service to a committee of that kind than Mr. North. It was very easy to say he had no right to go there for if he had no right to go there he had no right to be on the committee. Mr. North rendered service to the committee and to the State and to move to reduce his salary by £6 was petty in the extreme.

Mr. Underwood: It was petty of him to take the sum.

The TREASURER: It was nothing of the sort. He was put to a certain expense in going down to Albany, and received his expenses.

Mr. TROY: That is why you took a lot down on the "nod."

The TREASURER: What did you say?

Mr. TROY: Oh, I will refer to it later on.

The TREASURER: It was true that he (the Treasurer) had gone to Albany, and had taken several members of his family, in order to do honour to the guests of the State.

Mr. AUGWIN: Did you draw special fees?

The TREASURER: No. Mr. North went down as an official to give his time in seeing that the arrangements were properly carried out.

Mr. ANGWIN: A man holding the position of Mr. North should never have given cause for the motion to be submitted. If a man drawing a salary of £150 a year had asked for expenses such as Mr. North had done he would never have received them. Everyone knew well that the officer did nothing as a member of the committee. Mr. North drew a salary of £600 a year and was spared for a week to go to Albany for a week's holiday, and then he said he wanted £6 to pay the expenses of that holiday. He was the only member of the committee who got his expenses paid.

Mr. UNDERWOOD: The amendment would not receive his support for the reason that the Treasurer had stated, that it was petty. It was petty indeed for a gentleman in Mr. North's position to charge the State for his living expenses while at Albany, and at the same time draw his salary for work that he had not done.

The CHAIRMAN: The hon. member is not in order in discussing the American Fleet. The item under discussion is Mr. North's salary.

Mr. UNDERWOOD: It was necessary to mention the Fleet, and it was necessary to discuss Mr. North's action to show that his salary must be reduced. The action of this officer did not reflect credit on the service or on himself.

The PREMIER: The position as a member of the entertainment committee was not sought by Mr. North. The other members of the committee thought it advisable that a gentleman of Mr. North's experience should have a seat on that committee, and they requested him (the Premier) to nominate Mr. North. That was done because Mr. North had had considerable experience in connection with similar functions on previous occasions.

Mr. JOHNSON: The action in moving for a reduction of the salary of the officer in question met with his approval, because there should be a protest against singling out a special civil servant for such a duty. We knew well that he went to Albany because he was Mr. North and for no other reason; and we knew also that Mr. North was a C.M.G. He did not believe in glorifying any civil servant. Mr. North was not employed as Under Secretary because he was a good entertainer; he was employed because he was a good clerical man.

The Premier: The Government did not nominate him, he was nominated by the committee.

Mr. JOHNSON: The committee should protest against Mr. North having been permitted to have a good time and then charging the State for it. No doubt Mr. North, with his special qualifications, would prove a much greater success than many members of Parliament, but still the State was not prepared to pay him for it. His place was in his office, and if he wanted to go to Albany he should not have gone under special circumstances. The time had gone by in this State when we could afford luxuries of this description. If we could spare him to go to Albany, we could spare him altogether from the office.

Mr. TROY appreciated the generosity of the Premier in speaking for one whose action he was sure the Premier could not possibly endorse. The committee had had nothing to do with his appointment.

The Premier: It was brought up at the meeting.

Mr. TROY: All the particulars were well known. He was surprised at the action of the Premier, because he well knew his private opinions on the matter.

*The Premier:* Three or four people spoke to the question. The President of the Legislative Council for one, and Mr. Hedges another.

*Mr. TROY:* Mr. Hedges had nominated Mr. North. It was well known at the clubs how the appointment was made.

*The Treasurer:* How was it made?

*Mr. TROY:* Mr. North's sole qualification appeared to be that he was keen on the lawbees. He had done no work at Albany, but he had utilised the Government motor car to go to the golf links. And for this the State was asked to pay him 15s. a day while he was away from office. The Commissioner for Railways had gone to Albany, but had made no charge for his services; nor had the Premier or any other member of the committee notwithstanding that many of them had spent money out of their own pockets.

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

Ayes	.. .. .	15
Noes	.. .. .	19

Majority against	.. .	4
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#### AYES.

Mr. Angwin	Mr. O'Loughlen
Mr. Bolton	Mr. Scaddan
Mr. Collier	Mr. Swan
Mr. Gill	Mr. Underwood
Mr. Heltmann	Mr. Walker
Mr. Holman	Mr. Ware
Mr. Hudson	Mr. Troy
Mr. Johnson	(Teller).

#### NOES.

Mr. Barnett	Mr. Mitchell
Mr. Brown	Mr. Mougier
Mr. Butcher	Mr. N. J. Moore
Mr. Davies	Mr. S. F. Moore
Mr. Gordon	Mr. Osborn
Mr. Gregory	Mr. Plesse
Mr. Hardwick	Mr. Price
Mr. Hopkins	Mr. F. Wilson
Mr. Horan	Mr. Layman
Mr. Jacoby	(Teller).

Amendment thus negatived.

[*Mr. Daglish resumed the Chair.*]

Item, Extra Clerical Assistance, £600;

*Mr. JOHNSON:* Would the Minister furnish some explanation as to this item?

*The TREASURER:* The item showed a decrease of £279 on the preceding year's expenditure. Most of the positions in

the accountant's branch had now been filled permanently, whereas last year one or more of them had been taken from this item.

*Mr. Hudson:* Have you started a new accountancy branch in this office?

*The TREASURER:* There had always been an accountancy branch in the department.

*Mr. HOLMAN:* The explanation was extraordinary. Practically all the information the Treasurer could supply members could see on the Estimates. Who were these officers? Probably the extra clerks were needed to allow the under secretary to go on those jaunts already spoken of. To allow the Treasurer to get the necessary information, progress might be reported.

*The TREASURER:* The hon. member was in a facetious mood or perhaps a quarrelsome mood. It was absurd to ask for the names of the officers. There was an item like this connected with every department, and it was the policy of the Government not to have too many permanent appointments. The saving on last year's expenditure was because one temporary appointment was made permanent. He did not profess to be able to give the names of the officers, but the hon. member could get that information on Tuesday if he asked for it.

*Mr. Holman:* Are you going to report progress?

*The TREASURER:* Not on the item.

*Mr. HOLMAN:* What was the work these officers were engaged on and why did we need this clerical assistance? The vote was exceeded last year, by nearly 100 per cent. We must have the information. The Treasurer always tried to get through any Estimates he had charge of by bluff, but if he were more courteous to members he would get on better. Grave complaints were made that the chief officer of this department was continually away from his office, putting the department to extra expense. No wonder the extra clerical assistance expenditure crept up from £500 to nearly £900 last year. The explanation of the Treasurer was not satisfactory; but we always had the same complaint when the Treasurer was in charge of Estimates. He had no infor-



mation to supply, but sat looking wise, his eyes closed like any other owl.

The CHAIRMAN: The hon. member must not discuss the Treasurer.

The Treasurer: I ask that the statement be withdrawn.

Mr. HOLMAN willingly withdrew if the Treasurer had objection. Was there any connection between the extra clerical assistance and the extra good times the chief officer in the department had? If a good explanation could be furnished he would let the item go, but if he could not get the information he would move that progress be reported.

The CHAIRMAN: Does the hon. member move that?

Mr. Holman: If the Treasurer does not move it, I will.

The TREASURER: The hon. member made charges which could not be substantiated. He (the Treasurer) had never refused to give any reasonable information, and the hon. member knew it. There could be no possible connection between this item and the visit of the under secretary to Albany. The expenditure took place last financial year, months before the visit to Albany. The hon. member knew it was impossible to answer a question of the kind he had put, that was, as to whether the necessity for extra clerical assistance was caused by the under secretary's visit to Albany. It was obvious that at all events that visit could not have caused it. He was always willing to give every possible information to members.

Mr. HUDSON: The Treasurer was evading the question. What the hon. member wanted to know was what had caused the large amount for extra clerical assistance in this department: in what direction the money had been, and would be expended, and whether owing to the actions of the chief officer of the department, the expenditure was larger than it otherwise would be?

Mr. HOLMAN: On several occasions he had asked for information and could not get it. If the Treasurer thought he could get over him by bounce and bluff,

and ignoring questions, he was making a great mistake. Why was so much extra assistance wanted in this department? There must be great laxity in the department to render necessary this increased expenditure. In the Colonial Secretary's office every thing was going badly, revenue was increasing, work was decreasing, and the supervision was not satisfactory. It was significant that other departments did not need a large vote for extra clerical assistance. This was the only item he had asked information upon, and he was entitled to receive it. He took strong exception to the methods adopted by the Treasurer who, whenever he was in charge of any branch of the Estimates, acted in a similar manner. As a protest against the action of the Treasurer in trying to get his Estimates through without giving information about them he would move—

*That the item be reduced by £100.*

Mr. HUDSON: If the Treasurer were going to adopt an attitude of silence, and refuse to afford information, he was taking up a most unreasonable position, and there was no other course open for members than to support the amendment. In the Works Department this item for extra clerical assistance did not appear, while in the Crown Law Department, where it was essential to have extra assistance at times, the amount was only £500. In the Treasurer's own department there was only £50 for extra clerical assistance. It was costing the country to run the Colonial Secretary's Department £6,000 a year, and on this account the hon. member was entitled to ask the question for information and he was entitled to receive it.

The PREMIER: The Treasurer had given all the information he had in his possession, and he had stated that it was a lesser amount this year than previously, the reduction having been due to the fact that a permanent officer had been appointed, whereas in previous years a temporary clerk filled the position. The hon. member should recognise also that a Minister who took charge of the Estimates of a department which he was not responsible for was

not always *au fait* with the details as the Minister controlling the department might be. That fact should be borne in mind.

Mr. HOLMAN: The Treasurer, instead of giving the information that was asked for, sat down with closed eyes. If the Treasurer did not have the information and he admitted the fact and opposition members would be satisfied to receive a promise that he would supply it later on. In spite of what the Treasurer had said there was an increase in the vote of £100.

Amendment put and negatived.

Mr. HOLMAN: It was his intention to show that the extra clerical assistance in other departments was not on the increase. There should not be any necessity for extra clerical assistance in this department, and the item should be wiped out altogether. He intended, by every means in his power, to endeavour to get the information which he wanted. He was not at all satisfied with that which had been given.

Mr. Ware drew attention to the state of the House.

Bells rung, quorum formed.

Mr. HOLMAN: Probably the Treasurer intended to adopt his usual attitude and refuse to give information, and in that case hon. members would be perfectly justified in taking any measures to obtain the necessary information. Unless hon. members could get information on the items, he for one would certainly take advantage of every item in an endeavour to extract information, and the passage of the Estimates would thereby be greatly delayed. Only to-night the Works Estimates had had the quickest passage on record through the Committee. The sole reason for this was that the Minister in charge had shown himself perfectly ready to give information. This was one of the items on which savings could be made; because so long as the item appeared on the Estimates so long would the extra clerical assistance be brought in. An

item like this gave an officer of high social status an opportunity of bringing in outside assistants to relieve him of his rightful duties. He (Mr. Holman) either wanted the necessary information from the Treasurer right here and now, or he wanted at least a promise that the information would be forthcoming on Tuesday next.

*The Premier:* You have had a promise.

Mr. HOLMAN: I did not hear it.

*Hon. F. H. Piesse:* Everyone else did.

Mr. Hudson: Who made the promise?

*Hon. F. H. Piesse:* The Treasurer.

Mr. HOLMAN: Well, if we cannot get an assurance——

*Mr. Walker:* But apparently we have an assurance now.

Mr. HOLMAN: No one had been more willing than he to see the Estimates go through, this session. But here, the very first item upon which he had asked for information, he was discourteously treated by the Minister. If the Minister would give an assurance that he would bring down the information on Tuesday he (Mr. Holman) would be perfectly satisfied.

*The Treasurer:* I have given that assurance already, and I am prepared to repeat it.

Mr. WARE: Seeing the Treasurer promised to furnish the information to the member for Murchison on Tuesday next, he (Mr. Ware) had suggested that the Treasurer should allow him to move that progress be reported, but the Treasurer said that such a proceeding would not be tolerated by the Government. One failed to understand why the Treasurer did not permit the motion to be moved if there was any honest intention to bring along the information asked for by the member for Murchison..

The TREASURER: The hon. member was under a misapprehension. The member for Murchison had agreed to let the item pass provided information was supplied by Tuesday. There were other items for extra clerical assistance on which the information could be supplied. There must always be provision for

temporary employment. A list of the officers and of the work they did, would be supplied to the hon. member.

*Mr. Holman:* Will you give an assurance that the vote will not be exceeded as previously?

*The TREASURER:* Of course if there was a rush of work the vote might be exceeded.

Item. Immigration, £1,000:

Progress reported.

*House adjourned at 11.55 p.m.*

## Legislative Assembly,

*Tuesday, 2nd February, 1909.*

	PAGE
Paper presented	1821
Questions: Meat Commission Report	1821
State Batteries, Linden two-head Mill, Devon Consols Mill	1821
Railway Freights, standard fruit cases	1822
Fruit industry, factories	1822
Railway Stations unattended	1822
Aborigines flogged, Anderson case	1822
Public Servants' Professional Titles	1822
Bills: Excess, Appropriation Message	1824
Loan, £1,445,000, Message. 1st, 2nd.	1824
Loan Estimates, General Statement	1823
Annual Estimates, Votes and Items discussed	1831

The Speaker took the Chair at 2.30 p.m. and read prayers.

### PAPER PRESENTED.

*By the Minister for Mines:* Return showing the cost of and profit derived from crushing of ores at the Menzies State Battery.

### BILL—EXCESS. 1907 and 1908.

Message from the Governor received and read recommending appropriation for the purpose of this Bill.

### QUESTION—MEAT COMMISSION REPORT.

*Mr. MONGER* (without notice) asked the Premier: In view of the importance

of the evidence taken in connection with the Royal Commission appointed to inquire into the meat question, will he cause the evidence and report to be printed; if not, why not?

*The PREMIER* replied: It is proposed to print the report.

### QUESTIONS (2)—STATE BATTERIES.

#### *Linden two-head Mill.*

*Mr. TAYLOR* asked the Minister for Mines: 1. What amount of stone has been crushed at the two-head mill at Linden up to December 31st, 1908? 2. What amount of gold has been won therefrom over the plates—there being no cyanide plant there? 3. What amount of revenue has the Government derived from the two-head mill at Linden to December 31st, 1908? 4. What has been the expenditure on salaries, wages, fuel, stores, etc., to December 31st, 1908? 5. What has been the cost per ton put through the two-head mill at Linden up to December 31st, 1908?

*The MINISTER FOR MINES* replied: 1. 1,296½ tons. 2. 1,667.05 ozs. 3. £641 10s. 6d. 4. Wages, £1,088 12s. 11d.; fuel, £410 12s.; stores, £465 19s. 3d. Total, £1,965 4s. 2d. 5. Cost per ton, expenditure, 30s. 3.78d. These costs, however, will be much reduced in the future, self-feeders having been erected; and a cyanide plant, which will take over a proportion of the management costs, will shortly be completed.

#### *Devon Consols Mill.*

*Mr. TAYLOR* asked the Minister for Mines: 1. What amount of stone has been crushed at the Devon Consols mill leased by the Government at Linden? 2. What amount of gold has been won therefrom over the plates? 3. What amount of sands has been treated by cyanide, and what quantity of gold won? 4. What revenue did the Government derive from stone crushed there? 5. What was the expenditure on wages, fuel, water, stores, and upkeep of the Devon Consols mill at Linden? 6. What