

case to have introduced this amending measure, and when, owing to what we hope to be the early close of the session, it became necessary to give precedence to all Government measures, and there was a doubt as to whether measures introduced by private members would be passed through during what remains of the session, the Government took over the measure from the member for Dundas. I move—

That the Bill be now read a second time.

Question put and passed.

Bill read a second time.

In Committee.

Mr. Taylor in the Chair.

Clause 1—agreed to.

Clause 2—Mortgage of Crown lease to be transferred to Crown Grant:

The ATTORNEY GENERAL moved an amendment—

That the word "lessee" in line 1 be struck out and "holder" inserted in lieu.

It was possible that the lessee might be a holder by transmission or assignment, and it would be better to say "Where the 'holder' of a Crown lease has executed a mortgage."

Mr. Holman: Would "holder" include "lessee"?

The ATTORNEY GENERAL: Yes.

Amendment put and passed; clause also consequentially amended and as amended, agreed to.

Clause 3—agreed to.

Title—agreed to.

Bill reported with an amendment, and the report adopted.

House adjourned at 5.9 p.m.

Legislative Council,

Tuesday, 31st January, 1911.

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

PETITION — WONGAN HILLS-MULLEWA RAILWAY BILL.

Hon. W. PATRICK (Central) presented a petition from the Midland Railway Company praying that the Wongan Hills-Mullewa Railway Bill be referred to a select committee and that the company might be represented by counsel and call and examine witnesses.

Petition received and read.

PAPER PRESENTED.

By the Colonial Secretary: Report by the Chief Electoral Officer on the principal electoral systems for the election of members of the Legislature in self-governing countries.

QUESTION—OFFENCES AGAINST CHILDREN.

Hon. D. G. GAWLER (without notice) asked the Colonial Secretary: Will the Government take into its early and serious consideration the necessity for amending the provisions of the Criminal Law with a view to providing such a punishment in the case of offences against children as will have the effect of checking the recent increases in crimes of this nature?

The COLONIAL SECRETARY replied: The Government some little time ago gave notice of their intention, in

another place, to introduce a Bill to deal with the matter the hon. member has mentioned.

QUESTION — MINING ASSAYS, CHECK SAMPLES.

Hon. J. W. KIRWAN asked the Colonial Secretary: 1, Whether the Minister for Mines has declined to give his approval to a proposal that the School of Mines be permitted to make assays of check samples at a nominal charge for tributers? 2, If so, what are the objections the Minister has to the proposal?

The COLONIAL SECRETARY replied: 1, Yes. 2, Although free assays are made at the School of Mines for prospectors, which involve a fair amount of work, it is not deemed advisable to assay check samples for the public, as it would result in an undue competition with private firms, and also necessitate lecturers having to devote a considerable amount of time to such work, to the detriment of their legitimate duties.

BILL—NARALING-YUNA RAILWAY.

Read a third time, and *passed*.

BILL — BROOKTON-KUNJINN RAILWAY.

Second Reading.

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This, I think, will be the last of the agricultural railway Bills to be introduced this session. The Bill is for the construction of a railway line some 50 miles in length, and will run from Brookton in an easterly direction to Kunjinn. Hon. members on looking at the map will see the route of the proposed railway, and they will also see that the line will couple up with that which has already been passed, namely, from Narrogin to Merredin. It will be possible then to work this railway more economically. It will commence at a point on the Great Southern Railway at the township of Brookton, which is 118 miles from Perth. It will be an ordinary

light line, built of 45-pound rails; the cost of construction will be £41,500, and added to that will be the cost of rails and fastenings, estimated at £32,500, making a total of £74,000, or an average of £1,480 per mile. This line will not be quite as expensive to build as some of the others which have been already passed, doubtless because it will travel over fairly level country. The area which will be served by this railway, exclusive of the 15 miles from the starting point, which is already served by the Great Southern Railway, will be 135,000 acres. A great deal of the land will also be served at the eastern end by the Merredin-Wickepin railway when it is built. The number of resident occupiers who will be served by this railway is 85, and the area held by them is 150,000 acres: the country is within the 17in. rainfall, and the land is good and is timbered with salmon gum, white gum, and morrel. The Railway Advisory Board made a report with regard to the whole of the system of railways in this part of the country, and they recommended, in addition to this, the railway from Wickepin to Merredin, and the line from Quairading East. I do not know that there is any other information that hon. members will desire on this railway, but if other information is asked for by them I shall be pleased to supply it.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Read a third time and *passed*.

BILL—WONGAN HILLS-MULLEWA RAILWAY.

In Committee, etc.

Hon. W. Kingsmill in the Chair.

Clause 1—Short title:

Hon. T. F. O. BRIMAGE: It was his desire to have the Bill referred to a select committee.

The CHAIRMAN: The proper time for the hon. member to move that the Bill be referred to a select committee

was when the Colonial Secretary moved at the last sitting, that the Committee stage should be made an Order of the Day for the next sitting. On Clause 1, unless the hon. member had an alteration to make to the title, he would not be in order in discussing the question.

Clause put and passed.

Clause 2—Authority to construct:

Hon. T. F. O. BRIMAGE: The reason for desiring to refer the Bill to a select committee was that he understood that the railway would pass through a good deal of poor land, and he believed that some effort should be made, even at this stage, to negotiate either for the purchase of the Midland Company's line or for an arrangement with the company for coupling up that line at Mingenew with the Midland railway. The railway proposed by the Government would reduce the present journey to the Murchison by only 30 miles, but if arrangements could be made to couple-up Mullewa with Mingenew a saving of 100 miles in the journey to the Murchison would be effected, and a non-paying line would be converted into a good paying one. He felt convinced that the Government were spending money on this railway unnecessarily, and with the number of railway Bills before the House, it would be a wiser policy to couple-up the two lines at the point he had indicated. He, therefore, moved—

That the Bill be referred to a select committee.

The CHAIRMAN: The hon. member was not in order in making such a motion; such a motion would have to be considered in Council and not in Committee.

Hon. T. F. O. BRIMAGE moved an amendment—

That the words "to Mullewa" in line two be struck out.

That amendment would give the Committee an opportunity of expressing their opinion on the issue he had raised.

The COLONIAL SECRETARY: No reason had been advanced why the measure should be referred to a select committee. The question of purchasing the Midland railway did not enter into

the question at all. This was entirely a matter of opening up the land between Wongan Hills and Mullewa.

Hon. T. F. O. BRIMAGE: Has the purchase of the Midland line ever been considered by the present Government?

The COLONIAL SECRETARY: The purchase had not been considered by the Government, but that was not the question for the Committee to consider; it was rather a question of building a railway, which the Government were satisfied would open up good agricultural country. It was plain that the reference of the Bill to a select committee meant that it would be hung up indefinitely. He was not aware whether he would be in order in discussing that matter.

The CHAIRMAN: On this clause a considerable amount of latitude was allowed.

The COLONIAL SECRETARY: The only reason which the hon. member had given for referring the Bill to a select committee was that it would be better for the Government to purchase the Midland railway. The Bill was not for the purpose of constructing a trunk line, or for shortening the distance to the Murchison goldfields. To build nearly 200 miles of railway for the sake of saving 33 miles in the journey to the Murchison would be absurd. The whole object of the Bill was to open up land between Wongan Hills and Mullewa, but it was a great point in favour of this line that it formed a connection between the Murchison system and the Eastern railway.

Hon. T. F. O. BRIMAGE: The better connection is the one that I suggested.

The COLONIAL SECRETARY: The information given by the Midland Company was wrong on the face of it. On one side of a straight line the company were selling land at £2 per acre, and the company's agents asked members to believe that on the other side of that straight line the land was worthless. At Morawa, for instance, the land was marked by the company as entirely useless, yet in only one corner of that subdivision there were 40 blocks of 1,000 acres, which had been carefully traversed by the Government classifiers at intervals

of a quarter of a mile, and which were put down as excellent land, and the Agricultural Bank was willing to advance liberally on them. One man could not classify that area in three or four years, and yet members were asked to accept the company's word that the land was no good. He did not think it was necessary to say anything further to convince the Committee that consideration by a select committee was not necessary.

Hon. T. F. O. BRIMAGE: The information we had was not sufficient to warrant the passing of the Bill. We had not the opportunity of going through the reports, but all the areas could easily have been tapped from the Midland Company's line, and the whole country could have been served by a through line from Mingenew to Mullewa. If the Bill had been referred to a select committee we could have obtained all the information necessary.

The CHAIRMAN: For the information of hon. members the Standing Order dealing with the question of referring a Bill to a select committee is as follows:—

After the second reading, unless it be moved "That this Bill be referred to a select committee," or unless notice of an instruction has been given, the President shall forthwith put the question that he do now leave the Chair and that the Council resolve itself into a Committee of the Whole for the consideration of the Bill. To such question amendments may be moved as on second reading.

Amendment put and negatived.

Clause put and passed.

Clauses 3 to 7—agreed to.

Schedule, Title—agreed to.

Bill reported without amendment, and the report adopted.

Read a third time and *passed*.

BILLS (2)—FIRST READING.

1. Constitution Act Amendment.

2. Transfer of Land Act Amendment.

Received from the Legislative Assembly.

BILL—DWELLINGUP-HOTHAM RAILWAY.

In Committee, etcetera.

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

Read a third time, and *passed*.

BILL—PUBLIC LIBRARY, MUSEUM, AND ART GALLERY.

In Committee.

Hon. W. Kingsmill in the Chair; Hon. R. D. McKenzie (Honorary Minister) in charge of the Bill.

Clauses 1, 2—agreed to.

Clause 3—Incorporation of Trustees:

Hon. J. F. CULLEN moved—

That in Subclause 2 the words "politic and" be struck out.

These words were brought in as a straining at effect. The body politic concerned the nation in its political capacity. There was no suggestion of political capacity in a museum or an art gallery, the words were pure surplusage, and ought to be struck out.

Hon. R. D. McKENZIE (Honorary Minister): There was no intention to seriously oppose the amendment, although the inclusion of the words would do no harm. The meaning of "body politic" was a body exercising political powers, and the idea was that the trustees should have the power to pass statutes for themselves subject to the approval of the Governor-in-Council.

Amendment put and passed; the clause as amended agreed to.

Clause 4—Appointment of Trustees:

Hon. J. F. CULLEN moved an amendment—

That Subclause 2 be struck out.

It was surplusage, not to say pure nonsense. He had no serious objection to the term "co-optation" if it pleased the framers of the Bill. He hoped it would not set the Legislature chasing after similar terms in the future, although he was inclined to move that the clause be redemarginated.

Amendment passed; the clause as amended agreed to.

Clauses 5 to 14—agreed to.

Clause 15—Personal property vested in the trustees:

Hon. R. D. McKENZIE (Honorary Minister) moved an amendment—

That after "Act" in line 7 of Sub-Clause 1 the words "Except so far as any such goods and chattels are on loan to either Committee superseded by the trustees, or as the Governor may otherwise direct."

There were certain pictures, works of art, mineral specimens, etcetera, in the possession of the committee of the Museum at the present time which were not their property, but which had been loaned to them. Under this clause on the passing of the measure all these chattels would become the property of the trustees. The amendment made it clear that these goods and chattels would still remain the property of the rightful owners.

Hon. J. F. CULLEN: The words "or as the Minister may otherwise direct" were somewhat vague. Did it mean the Governor could specify other things which would not be owned by the trustees?

Hon. R. D. McKENZIE (Honorary Minister): The words referred to made it clear that if there should be any dispute as to the ownership of any of the specimens now in the possession of the committee, the Governor-in-Council would decide that dispute.

Amendment put and passed; the clause as amended agreed to.

Clauses 16 to 20—agreed to.

Schedule, Title—agreed to.

Bill reported with amendments.

Hon. R. D. McKENZIE (Honorary Minister) moved—

That the report be adopted.

Hon. W. KINGSMILL: It was his desire to make perfectly clear certain points he had raised on the second reading when he pointed out that there were at present in the possession of the Museum authorities certain geological specimens which not even the hardest of the Museum authorities could claim as belonging to the Museum. He desired to make it abundantly clear that the Government, in their amendment to Clause 15, had admitted that fact, and the geological

authorities were at liberty to take away their collection, which was one of their tools of trade and therefore of immense value to them. He also wanted to make clear that these specimens, which he would have preferred to see the subject matter of a specific amendment, were undoubtedly included in the amendment moved by the Honorary Minister. If that assurance were given he would have pleasure in supporting the motion.

Hon. M. L. MOSS: From time to time he had drawn attention to the fact that through clauses in various Bills members were conferring statutory Parliamentary title on the holders of land. During the session he had had occasion to make a protest against the giving of an unencumbered title of possession in certain lands to a certain body in Fremantle. This Bill was doing the same thing, because it was vesting in the trustees of the Museum certain property, notwithstanding that that property belonged to other persons. Once we passed a clause divesting property from its rightful owner and vesting it in some other person, it would be a matter of great difficulty to adjust it. He supported the observations of Mr. Kingsmill and hoped that if we were acting hastily in conferring a title on somebody for property belonging to some other person, not much injury would be done in this instance seeing that the title would be held by a body of public trustees who would prevent any injustice being done.

Hon. R. D. McKENZIE (Honorary Minister): Under Clause 15 as originally drafted it had been open to question whether goods and chattels loaned to the Museum would not become the property of the trustees.

Hon. W. KINGSMILL: It was not open to question at all. Those specimens and goods and chattels would positively have become the property of the trustees.

Hon. R. D. McKENZIE (Honorary Minister): The object of the amendment was to ensure that all those people who had loaned goods and chattels to the Museum should be protected and that they should be able at any time to claim the goods they had loaned. There was

in the institution a mineral collection belonging to the Geological Survey Department, and the amendment made it clear that in this matter the Department would be protected just the same as anybody else. All the maps and mineral specimens which were in the Museum at the present time and were the property of the Geological Survey Department could be claimed by the department now or after the Bill became an Act. He could give Mr. Kingsmill that assurance.

Hon. W. Kingsmill: Thank you.

Motion put and passed, the report adopted.

BILL—ROADS.

Second Reading.

Debate resumed from the 27th January.

The PRESIDENT: A motion was made by the Colonial Secretary that the Bill be now read a second time; to which Mr. Moss moved an amendment that the word "now" be struck out and "this day six months" added to the motion.

Hon. W. KINGSMILL (Metropolitan): It is my intention to support the amendment. I do so, not because of any animosity towards the Bill, but simply because I do not think the principle is a wise one which has been adopted in moving the second reading and asking the House to pass it through in what must be regarded as a hasty manner. Hon. members may say it is a principle which has been followed with regard to other Bills. I have no doubt the Colonial Secretary, if he deign to reply to me, will say I myself have been guilty of something of the sort when I occupied the position he occupies to-day. Those never-to-be-forgotten three railway Bills I brought down on the last day of a session—if ever I offer any remonstrance against haste in passing Bills the fact of those three Bills having been passed in such a manner is always thrown at me. But there is a great deal of difference between passing Bills which involve a principle only, and those which involve such a mass of detail as is to be found within the Bill now before us. In passing a

railway Bill it is easy for hon. members to make up their minds as to whether the railway should be constructed, and as to whether the route proposed should be followed. And that route is liable to such great deviation that a *via media* may be found to suit the views of all hon. members. But in the case of a Bill comprising so important a question as the government of roads boards—and let me say the title should be "An Act for the Government of the Rural Districts of Western Australia by Shire Councils," because that is really what it approximates to—to ask the House to consider such a Bill in the course of a few days is not doing justice to the Bill or to hon. members themselves. I claim this Chamber should have, if possible, rather more time to consider this measure than another place; because I fancy I am right in saying that the greater proportion of the gentlemen occupying seats in this Chamber are those who not only are interested in land, but interested in land from the point of view of roads board administration and who have had dealings with roads boards and positions on them for many years past. That being so, a ridiculously short space of time is given to members of this House to consider a measure of such importance and of such inordinate length. I do not wish to criticise the conduct of the business of the country by the present Government, but it appears to me it would have been reasonable and easy, during the weeks when this House had nothing to do, when it was becoming a by-word in the country owing to the loquacity of another place, to have introduced the Bill in this House and referred it to a select committee as measures of this kind have very often been dealt with, and other arrangements could have been made whereby the Bill might have been passed.

The Colonial Secretary: The Bill was introduced in another place in the beginning of August last, and has been in the throes of a select committee almost ever since.

Hon. W. KINGSMILL: I was just going to touch on that point. Another House has had four months to consider

the Bill, and we get four days. It is not right: it is not doing justice to the Bill, nor to the Council. That is the only reason why I am opposing the present passage of the measure; simply because we have not had time to consider it, seeing its vast magnitude, and because it is not right that a measure of such magnitude and such importance should be brought down at so late an hour in the session.

Hon. Sir E. H. WITTENOOM (North): I am prepared to admit that the amendment moved by Mr. Moss is a very drastic remedy for the objection he has, but at the same time it seems to me there is a good deal of justification for it when we have a Bill of this magnitude thrust before us at such a late period of the session. Had the resolution introduced by Mr. Kingsmill at the beginning of the session been recognised, that the work of the previous session could be taken up in the succeeding session where dropped in the previous session, I would be inclined to support the amendment; but it seems to me it would be a great pity to throw out this Bill at the present stage. I have read over a good deal of it—not all of it—and I find there are some excellent provisions in it and many improvements on old methods. Moreover the Bill has been referred to a select committee of another place, and a great many of its provisions have been suggested by men and people who have been conversant with roads boards for a very long time and who have had a great deal of experience on them. Therefore, it seems to me it would be a pity and almost a waste of time to throw out the Bill altogether. After carefully considering the matter from all points, I prefer to see the Bill passed as it is, and an amending Bill brought in next year to remedy any defects that are very severe or very transparent. In these circumstances I shall support the second reading of the Bill and vote against the amendment.

Hon. D. G. GAWLER (Metropolitan-Suburban): While I have a great deal of sympathy for the amendment, I am more inclined to substitute for it a very strong protest on the part of this House

against the treatment to which we have been subjected in connection with this Bill. I agree it is not just to throw before this House in this short space of time a Bill of 338 clauses and a select committee's report of 50 pages. It is admitted in that report that the Bill is only a temporary measure, and that later on a general Shire Governing Bill will have to be brought into force. Therefore what we are being asked to do to-day is to agree to a temporary expedient only.

Hon. M. L. Moss: It takes two Houses of Parliament to repeal it once we pass it.

Hon. D. G. GAWLER: If honourable members will look through portions of the select committee's report they will see that the Bill is not desired so generally as has been made out. Mr. Richardson, of Kalgoorlie, in his evidence on page 11, when asked by the chairman "You have been through this Bill," said—

Yes; and I wish to say that my board have instructed me to state that considering the very grave deficiencies of the Bill and the feeling there is in Kalgoorlie for a Local Government Act to include roads boards and municipalities, it would be wise for this Bill to be dropped. It is suggested that certain amendments which are necessary to the present Act should be passed, but that nothing more be done until a Local Government Bill dealing with the whole question is brought in.

Later on Mr. Richardson went on to refer to the extremely hasty way in which the Bill had been put together, and on page 18 of the report he says—

There is municipal law of 30 and 40 years' standing in Australia and of 100 years' standing in England, and in some cases nearly every word and every comma have been put in by decisions of a Supreme Court; but someone has got hold of these Acts, and pieces have been snipped out of them here and there and thrown together without any knowledge of the relation of words. Speaking as a roads board secretary who will have to administer the measure, I would

with extreme regret see this Bill passed even with the suggested additions, because it will not be a perfect measure. It will be very far from perfect.

Right through the report it is made clearly apparent that this is only a temporary measure.

The Colonial Secretary: The select committee brought in a great many amendments which are embodied in the Bill.

Hon. D. G. GAWLER: Mr. Richardson clearly says he would like to see the Bill dropped. He was not the only witness called: others were called and said they would like the Bill to go through. There are undoubtedly many new principles introduced in this Bill. For instance, there is compulsory rating on unimproved values. More important still, the owner is to be deprived of his vote. Under the present Act both owner and occupier have the vote, but now the owner is to be deprived of it; that is to say, the occupier is to be preferred before the owner; though the owner is to be the one compelled to pay the rates. I take it many members will want to consider this principle very carefully. There are other amendments, but perhaps of a slighter importance. As I said before, I have great sympathy with the amendment: at the same time I would not altogether like to see the local governing bodies who have asked for this measure deprived of its usefulness when it does go through. Therefore I am not prepared to vote with Mr. Moss at this stage, but I am prepared to offer, as we should do, strong protest against legislation of this character being put before us at this late stage of the session. I have had the Bill before me during the last few days and the report of the select committee, and I have been struggling to get through it, but have not succeeded; very few members would succeed in going through the Bill, let alone the report of the select committee, because we will be occupied with many important measures, and many of us have business concerns to attend to.

Hon. E. McLARTY (South-West): I am quite in accord with hon. members who have spoken, that an important Bill

like this should have been introduced at a much earlier stage in the session, and I can hardly understand how this Bill, which has been before the country for the last couple of years, has been left to this late hour of the session. At the same time, knowing that the Bill is required, and that it is a great improvement on the existing Roads Act, I am unable to support the amendment. The Bill has had a great deal of attention from the roads boards all over the State and roads boards conferences and meetings of the executive body of the roads boards, and it has been well threshed out. I admit I have not had time to go through it, but I have run through it, and I see many improvements on present conditions.

Hon. M. L. Moss: What is the use of this House when its opinions are not consulted?

Hon. E. McLARTY: It will be a great disappointment if the Bill does not pass into law. It is only to be expected there will be defects, but there is no reason why we should not have a little practical experience of the working of it for a few months and then, if necessary, things found defective can be remedied next year.

Hon. M. L. Moss: You are sure you can get these things repealed; but it is not so easy.

Hon. E. McLARTY: I take it that if it is found that any portion of the Bill is unworkable or not altogether acceptable, no opposition will be raised in either House of Parliament to remedying it. As the leader of the House mentioned in moving the second reading, I have had a good deal to do with this Bill for several years. I would like to pay tribute to the late Minister for Works (Hon. J. Price) who worked in accord with the conferences, and I know he went to a great deal of trouble, with his officers, to make the Bill as workable as possible. I object most strongly to the manner in which the Bill has been introduced and I would like to have had ample time to go through it. I have been 36 years on roads boards, and I have had

a great deal of experience, so that I should certainly like to go carefully through this measure. However I see several improvements in the Bill that are highly necessary. I do not need to refer to them in speaking to the amendment, but there are several clauses I intend to refer to when speaking on the general principle of the Bill. I do not support the amendment, although I have a good deal of sympathy for it. I want to see the Bill passed; and I believe the large majority of the people of the State have been anxiously looking for it. Mr. Richardson, the secretary of the Kalgoorlie roads board, has expressed his opinion, but it is only one man's opinion, and I do not know that he is any great authority on the subject. I feel sure the great majority of the people hold a different view. Since this Bill came before Parliament I have had several telegrams asking me to submit questions as to when the Bill would be dealt with, but seeing it was on the Notice Paper, I thought it unnecessary to do so. I have been anxiously waiting for the Bill to come along. I quite agree it is impossible for anyone to thoroughly grasp the whole of the provisions and to review the measure during the short time it has been before us. However, I shall support the second reading.

Hon. J. M. DREW (Central): I am obliged to support the amendment. If this Bill is accepted it will be accepted entirely on trust and I object to occupy such a position again. I remember last session I took a Bill on trust and I have been regretting it ever since.

The Colonial Secretary: What Bill?

Hon. J. M. DREW: The Fire Brigades Bill.

The Colonial Secretary: It had full discussion. It was before a select committee of this House.

Hon. J. M. DREW: It is impossible for us to give this Bill consideration when we are within a few days of the close of the session, so we all know it will be run through without consideration. On those grounds I shall vote for the amendment.

Hon. J. W. KIRWAN (South): I support the amendment, and in doing so, I am carrying out the wishes expressed to me by several

members of the chief roads board in the district I have the honour to represent, that is the Kalgoorlie road board, which I believe is one of the chief road boards of this State. It is quite true that several amendments desired by that board have been introduced into the Bill, but although they have rendered the Bill less objectionable, still the board would much prefer that the Bill should be withdrawn altogether and another Bill introduced. I have heard Mr. Gawler say that whilst he considered that the Bill was introduced in circumstances which he scarcely approved of, yet at the same time he would be satisfied by simply entering his protest against the way in which the matter has been brought before the House. Since I have been a member of this House similar protests have been made against other Bills, but they have not been effective, and I think that protests in this Chamber are of little use unless they are followed by an action such as that suggested by Mr. Moss. The Colonial Secretary has intimated that an amending Bill will later on be introduced. That in itself is an intimation that the Bill is defective, and I do think it is rather surprising that the Government should make an admission that a Bill which is defective should be brought before the House. When one considers the possibility of their being able to carry out promises in that respect, I think the necessity for supporting the amendment is all the greater. As to whether there is going to be a session between now and the time of the next election, there must be a good deal of doubt, but if there be a session it will be a very short session indeed, and I do not know whether there will be sufficient time for a Bill of this character to go through both Houses. Besides, a session of that character, held on the eve of a general election, is scarcely suitable in which to deal with a measure of this nature. We know that members in another place, on the eve of going before their electors, are inclined to speak to the electors rather than devote themselves to the somewhat trying details of a Road Board Bill, but, if the elections take place, there is no guarantee that they will result in the re-election of

the present Government and if there be a change, which is always possible in the case of general elections, a new Government is always so full of its policy and its ideas, different from those of its predecessors, that there will be very little chance of their having sufficient time to attend to the matter of amending a road board Act, perhaps for several years. The question that this House has to consider is as to whether or not this is better than no Bill. The roads boards in my district, at any rate the chief one, consider they would prefer no Bill, and consequently I will vote with Mr. Moss. The gentleman who was mentioned by Mr. Gawler—Mr. Richardson—has given a great deal of attention to road board matters in this State. He is the secretary of the road board in question and he is a considerable authority on road board law and on matters relating to road board affairs, and I do think his opinion is of some value. I quite recognise that it is rather drastic to move that this Bill be read this day six months; I would much prefer to see the Government withdraw the Bill.

The Colonial Secretary: There will be any amount of time to discuss it.

Hon. J. W. KIRWAN: With all due respect to the Colonial Secretary, this is a Bill of 380 clauses, and I understand that we are to prorogue this week or early next week, and as we have a congested Notice Paper I fail to see how we can have ample time to deal with the details of a measure of this kind. I think the Bill is really of an important character and if the Government withdraw the Bill, and if there be another session between now and the date of the general election, which will be necessary for supplies, unless of course the Government obtain supplies for an extended period, then it might be brought forward. I do trust that the Government will see their way to withdraw the Bill; if not, they might go as far as possible with the measure this session and re-introduce it in the short session between the present time and the date of the general elections.

The Colonial Secretary: It will not

have much chance of going through if it is to be read this day six months.

Hon. J. W. KIRWAN: I am satisfied that the Government should withdraw the Bill and re-introduce it in the short session. If the Government will not adopt that suggestion I shall be reluctantly compelled to vote for Mr. Moss' amendment.

Hon. C. SOMMERS (Metropolitan): I hope the amendment will not be carried. I regret that the Bill was not brought down earlier. There is not a great deal in it to which exception might be taken.

Hon. M. L. Moss: Have you read the Bill?

Hon. C. SOMMERS: Yes, and I have taken great interest in it. The Notice Paper is not congested, and if we devote our attention to the measure and sit a little later each evening than we have been doing, I am sure we shall get through it. This Bill has been before Parliament a long time and it is generally approved by the road board authorities. Taking their wishes into account and the knowledge that hon. members have of road board matters, although it will not be possible for us to give it all the time we would like to do, I am sure that it will be possible for us to put it into good shape in the time at our disposal. I hope the amendment will not be carried.

Hon. R. LAURIE (West): I intend to support the amendment moved by Mr. Moss, if only as a protest. This Bill was introduced into another place on the 17th August of last year, the report of the select committee was presented on the 15th November, and on the following Friday the Bill was dealt with. We have now in our hands a little slip of paper which represents a Bill for the reduction of the franchise of this House. We have always held this House to be a House of revision, and I am inclined to take the Colonial Secretary at his word and consider every clause in this measure, and irrespective of whether we want to clear up this week or next week. I sympathise with the Colonial Secretary, because if there was one member who, when he was on this side of the House, took exception to measures of this character being rushed

through at the end of the session, it was the hon. gentleman himself. I sympathise with him because if he were in my place he would protest with more force than I am doing. I am inclined to take him at his word and pay no attention to what business has to be done or how near we are to the end of the session. Now, we have a little measure before us to deal with the reduction of the franchise of the Legislative Council. It would be very much better for us to say we do not revise measures in this House unless we give them close attention. One gentleman said this afternoon that he had not read the report on the Bill but he believed it was a good measure. When one has to deal with a measure of this character, it is an admission that one would not care to make, at any rate, not in a House of revision. Mr. Drew said he was a party to rushing through a measure last session.

The Colonial Secretary: The Bill he referred to was dealt with by a select committee of this House.

Hon. R. LAURIE: That may be so, but even the report of a select committee does not recommend a measure to us. It has to be amended after it leaves a select committee, and the measure in question had to be amended only the other day, and this is evidence of the fact that it was not a perfect measure when we passed it.

Hon. A. G. Jenkins: That is nonsense.

Hon. R. LAURIE: I am only referring to what my friend, Mr. Drew, said early this afternoon. At any rate, the Roads Bill was presented on the 17th August, and the report of the committee was presented on the 15th November in another place, and we are asked to deal with it on the 31st January. With all due respect I say we shall not have time to consider it. As Mr. Kingsmill has stated, we know the country has to be opened up, and that expansion must go on, and the only way to do that is to construct railways, but with regard to a measure of this character, as has been pointed out, we are dealing with something different altogether. The most damaging statement made against the Bill

was that the matter would be brought up again next session.

Hon. J. W. Kirwan: That is a sign that the Bill is defective.

Hon. R. LAURIE: I have always taken up the position that I am pretty well guided by the opinion of country members with respect to matters affecting the country, at the same time I think the action of Mr. Moss in connection with this measure is a proper one. We have no right as the House of revision, although we are charged with not working, to rush the Bill through at this stage of the session.

Hon. V. HAMERSLEY (East): Although I hope to see this Bill passed into law this session, I must say we seem to have been afforded very little time for its consideration. As far as I can see, there is nothing definite before us as to how long we shall have for the consideration of the Bill.

Hon. M. L. Moss: Have you read the Bill?

Hon. V. HAMERSLEY: Yes, I have given cursory attention to it. I have not had the Bill in my hands for very long, but right at the outset I can see clauses which are terribly conflicting, and generally from what I can see of it it is likely to have a fairly rough passage through this Chamber. However, I would ask Mr. Moss not to press his amendment to a division, because at this juncture it would not be in the best interests of the House. As has been stated by Captain Laurie, we also have another important little measure in our hands and I think we should not summarily dismiss such measures; we should give them that consideration which we claim is due to all measures which are sent to us. Many of the roads boards in the country are looking forward to this measure being placed on the statute-book. Many of them do not know the exact clauses in the Bill, but are anxious to have an alteration of the present Act, and we would certainly be serving the best interests of this House by giving very careful consideration to the Bill.

Hon. M. L. Moss: It is the interests of the country we are considering.

Hon. V. HAMERSLEY: I ask the hon. member not to press the motion to a division, but to give the Bill the careful consideration which we give to all Bills. I support the second reading in the hope that we may be able to give the Bill that careful attention which measures of this sort require.

On motion by Hon. E. M. Clarke debate adjourned.

BILL—PERTH MUNICIPAL ROADS REDEDICATION.

In Committee.

Clause 1—Power to dedicate certain street to the public use.

On motion by the Colonial Secretary clause amended by inserting the word "and" after "street" in line three; also by striking out of line four the words "and Stuart-street."

The COLONIAL SECRETARY moved a further amendment—

That the following words be added to the clause "And all money expended by the Council upon such streets before and after the passing of this Act shall be deemed to be lawfully expended."

These streets were so narrow that they could not be taken over by the Perth Council, but certain money had been expended on them by the Council, who now desired to take them over and maintain them as public streets. In the course of the debate on the second reading it had been pointed out that the Bill did not validate the expenditure by the councils in the past, and this amendment was introduced to do that.

Amendment put and passed, the clause, as amended, agreed to.

Schedule:

On motion by the COLONIAL SECRETARY schedule amended by striking out paragraph three, and as amended was agreed to.

Title:

On motion by the COLONIAL SECRETARY Title amended (consequential) by inserting the word "and" between "Ivy-street" and "May-street." in line one, and

striking out the words "and Stuart-street" in line two, and as amended was agreed to. Bill reported with amendments.

BILL — BUNBURY MUNICIPAL ELECTRIC LIGHTING.

In Committee, etc.

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

Read a third time and passed.

BILL — ABORIGINES ACT AMENDMENT.

Assembly's Amendments.

Amendments made by the Legislative Assembly now considered.

In Committee.

Clause 2, line 10 of page 1.—Strike out the word "Governor" and insert "Chief Protector" in lieu thereof.

The COLONIAL SECRETARY moved—

That the amendment be not agreed to.

The clause had provided that the Governor might appoint any person to be a deputy Chief Protector. It was the law for all appointments to be made by the Governor, but in this instance another place had provided that an officer in the department should appoint his own deputy. That involved a most sweeping change, and one contrary to the spirit of the Constitution Act.

Question passed; the Assembly's amendment not agreed to.

Clause 10, line 9 of page 3.—Strike out "one-tenth" and insert "one-fifth in lieu thereof:

The COLONIAL SECRETARY moved—

That the amendment be agreed to.

The amendment brought the Bill into line with the amendment already made in the Licensing Bill in regard to the sale of liquor to aborigines.

Hon. Sir E. H. WITTENOOM: Having carefully looked into this amendment he was of opinion that it should be adopted.

Question passed; the amendment agreed to.

Clause 12, lines 16 to 18 of page 4.—Strike out the words “having at any time received any rations from any institution or establishment maintained by the State and.”

The COLONIAL SECRETARY moved—

That the amendment be agreed to.
Words had crept into the clause which would render it unworkable inasmuch as deportation could only be ordered in the case of natives who were in Government institutions. The amendment was necessary.

Question passed; the amendment agreed to.

Clause 14.—Strike out the first three lines of page 5, and insert the following in lieu thereof:—“Section sixty-four of the principal Act is amended by adding the words ‘in the manner prescribed by the Colonial Treasurer’ to the first paragraph of subsection one, and by striking out the second paragraph of subsection one and by striking out subsections two to six and inserting the following subsections in lieu thereof.”

The COLONIAL SECRETARY moved—

That the amendment be agreed to.
This clause had been inserted to meet the wishes of the Treasury and the Auditor General, but it had since been found that the wording of the clause would not effect the desired object, and therefore an alteration had been made in another place.

Question passed; the amendment agreed to.

Reasons for disagreeing with one of the Assembly's amendments adopted, and a Message accordingly transmitted to the Legislative Assembly.

ADJOURNMENT—STATE OF BUSINESS.

The COLONIAL SECRETARY: I think that I will be meeting the wishes of hon. members if I move that the House do now adjourn. There is not much business on the Notice Paper, but if hon. members wish to continue I shall be agreeable to do so. I want to remind hon. members that the adjournment will be until

2.15 to-morrow afternoon, because we have already altered the hours of sitting to that effect. I beg to move—

That the House do now adjourn.
Question passed.

House adjourned at 6.21 p.m.

Legislative Assembly,

Tuesday, 31st January, 1911.

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

PETITION—NURSES' REGISTRATION.

Mr. HEITMANN (Cue): I have a petition to present which deals with the matter of the registration of nurses included in the Health Bill. When the Health Bill left this Chamber we had excluded the general nurses from the provisions dealing with the registration of nurses, making the Bill purely a midwives' measure, or at least that portion of it dealing with registration. This petition comes from the trained, certificated nurses of Perth and Fremantle.

Mr. Angwin: The Australian trained nurses?

Mr. HEITMANN: All of them, or at least most of them. They have been trained in all parts of the world. The