

Hon. N. KEENAN: That is so. We have led Australia in matters of constitutional reform and now the time has arrived when we should go still further. I believe that if we appoint the committee that has been suggested, we will be able to accomplish a measure of reform that will redound to the credit of Western Australia when in years hence it comes to be recorded in our history.

On motion by Mr. Withers, debate adjourned.

House adjourned at 8.56 p.m.

Legislative Council.

Wednesday, 20th September, 1944.

	PAGE
Resolution: Commissioner of Railways, as to extension of appointment	687
Bills: Dried Fruits Act Amendment, 3R. passed	687
Local Authorities (Reserve Funds) Act Amendment, 3R. passed	687
Northam Cemeteries, 3R. passed	687
Life Assurance Companies Act Amendment, 3R. passed	687
Testator's Family Maintenance Act Amendment, 1R.	693
Main Roads Act (Funds Appropriation), 2R., Com., report	693
Industries Assistance Act Continuance, 2R., Com., report	693
Financial Emergency Act Amendment, 2R., Com.	695
Plant Diseases (Registration Fees) Act Amendment, 2R.	698
Shearers' Accommodation Act Amendment, 2R.	699
Fruit Growing Industry (Trust Fund) Act Amendment, 2R.	700
Adjournment, special	701

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

BILLS (4)—THIRD READING.

- 1, Dried Fruits Act Amendment.
- 2, Local Authorities (Reserve Funds) Act Amendment.
- 3, Northam Cemeteries.
- 4, Life Assurance Companies Act Amendment.

Passed.

RESOLUTION—COMMISSIONER OF RAILWAYS.

As to Extension of Appointment.

Message from the Assembly requesting concurrence in the following resolution now considered:

That the appointment by His Excellency the Lieut.-Governor of Mr. J. A. Ellis as Commissioner of Railways for five years commencing

on the 15th January, 1944, in the terms of Executive Council minute laid on the Table of the Legislative Assembly on the 12th September, 1944, be approved.

THE CHIEF SECRETARY [4.39]: I move—

That the resolution be agreed to.

I submit this motion in accordance with a provision of the Government Railways Act which requires that any appointment to the office of Commissioner of Railways shall be subject to the approval of Parliament. It will perhaps be as well if I give the House an outline of the career of Mr. Ellis. As members are no doubt aware, he was appointed to the position on the 15th January, 1934. Mr. Ellis was trained as an engineer in England and served in that capacity for nine years with a well-known British firm of railway and public works contractors on dock and railway works for the London and North-West Railway Co. Then followed 16 years' service in the Queensland Railway Department, after which he joined the Western Australian Government Railways, serving for seven years, first as Engineer-in-Charge of Railway Construction and then as assistant Chief Civil Engineer. Mr. Ellis was 46 years of age when he succeeded Mr. Evans as Commissioner of Railways and at the time of his recent re-appointment was 56. Members will doubtless agree that the office of Commissioner of Railways in this State is at no times a sinecure. In peace-time many problems arise in our railway service that do not arise elsewhere, but in wartime those problems are intensified.

During the last four years—the war period—the problems, which our Commissioner has had to face in the administration of our railway service, have been much more severe than in any previous period in our history. I would also like to remind members that, by special request from the Commonwealth Government, our Commissioner was called upon to advise that Government with respect to railway matters associated with our war effort. I believe that at the express request of Mr. Essington Lewis who, of course, is well known to members of this House, our Government was called upon to make available the services of Mr. Ellis in that capacity.

Hon. J. Cornell: Was there not a board consisting of all the Commissioners, not one?

The CHIEF SECRETARY: I believe a board was formed, but Mr. Ellis was called upon to advise the Commonwealth Government, particularly upon the operations of narrow-gauge railways in association with the war effort. More than that I do not propose to say at the moment, as I think members have a pretty good idea of what took place in the eastern States of Australia and also in the far north-east of Australia during the past few years.

Hon. J. Cornell: The Queensland Commissioner was on the board.

The CHIEF SECRETARY: For some two years Mr. Ellis has been engaged in work of that nature for the Commonwealth Government, and recently he resumed his position here as Commissioner of Railways. I feel sure that the members of this House will raise no objection to his appointment as Commissioner for a further period of five years. I have no doubt that in the post-war period we shall again be facing some exceedingly difficult problems in our railway service, and I suggest that in Mr. Ellis we have an executive officer of very wide experience who will be quite capable of solving those problems as they arise. I do not propose to say any more on the matter; the qualifications of Mr. Ellis that I have detailed to the House are well known to members, who I feel sure will agree to the motion.

HON. J. CORNELL (South): This motion is necessary under the Government Railways Act; that is to say, both Houses of Parliament have to approve of this further appointment of Mr. Ellis for an additional term of five years. I do not wish to say anything derogatory of Mr. Ellis as Commissioner; but I will say that for the past three years this State has had no Commissioner of Railways, Mr. Ellis having been seconded for work which was considered to be essential to the war effort. I am credibly informed that he was not the only Commissioner of Railways seconded for that purpose, nor that he was the only Commissioner who advised on 3ft. 6in. railways. The Queensland Commissioner was a member of that board and he also dealt with such railways. In all the circumstances, it would be unfair to saddle Mr. Ellis with the sins of commission and omission of the Railway Department during the period he

was not actively acting as Commissioner of Railways. If there is one section of our railway system that I take off my hat to for the work which it has done, it is the men who roll up their sleeves, not the chap that sits upstairs in the Wellington-street offices. I refer to the locomotive and running staffs.

Hon. C. B. Williams: And the chap on the trams who has to work under rotten conditions.

Hon. J. CORNELL: I also include the permanent way men. I have had ample opportunity to watch the efforts made by these men, and I have the highest admiration for what they have achieved under exceedingly trying conditions. The locomotive men have very often worked almost to the last extremity of human endurance. It is to those men that I give full marks, not to the administrative staff. So far as my recollection goes, the weakness of the Railway Department lies in the fact that we have never had a Commissioner who has endeavoured to get under the skin of the great mass of the railway employees since the late Colonel Pope retired. Colonel Pope, as Commissioner of Railways, realised that the working of a railway system was similar to that of a battalion or a brigade, both of which he had commanded. He knew that it was necessary to get among the men, which he did continually. Members will not meet old railwaymen who do not award Colonel Pope full marks for that. That practice has fallen into disuse.

I am not in favour of three or four Commissioners. I think that one good Commissioner is sufficient to run our railway system. Sir William Thornton ran the Canadian national railway system of 32,000 miles after the last war. But he did not, in addition, run the tramways of Canada, or its ferries. He was a railwayman and ran the railway system. Our Commissioner of Railways is supposed to run the railways, the tramways, the ferries and the electricity supply. These other sections should be taken from him so that he can devote his time to running the railway system. Two dislocations of work have occurred of recent date. Had the right policy been applied, there was no occasion for either of them. I refer to the tram hold-up during the holidays, and to that caused by the dismissal of motorman Rowe, when the gun was put at the head of the Tramway Union by high authority. The time has long gone by when a gun could

be held at the head of the working section of the community.

Hon. C. B. Williams: Who held the gun?

Hon J. CORNELL: Mr. Taylor, on both occasions. He is supposed to be running the tramways. He may be a very good electrician, but he has a lot to learn about the handling of men. He is not now in the Navy, either. The proper thing for the man supposed to be running the show to do is to approach the men in a conciliatory manner and say, "The only people concerned in this affair are the members of the general public, and not you or me. Let us get down to tin tacks and agree on a reasonable basis of working. Let us have a heart-to-heart talk, and see where we can get." But no! An instruction was promulgated, and they were told what to do. I understand that motor-man Rowe was dismissed as the result of the findings of a departmental inquiry only. Was there any necessity to do that? There was none. Could not the man have been disrated or suspended and some conciliatory discussion entered into? But no, he must go! That attitude must not continue. The only section of the community to suffer is the general public.

The first consideration in the case of one controlling men who serve the general public, and the men under his control, is that there should be some understanding between them; each should take the other into his confidence. The only people not consulted are those most affected, the general public. I hope there will be no recurrence of this sort of thing. We have a Government tramway service and a Government ferry system. If the workings of the Kalgoorlie tramways concern, bad and all as it is—it is a private company—and those of the Fremantle tramway system, which is a municipal trust, are compared with the Government system, members will find that there is trouble in one system but not in the others. Why is that? I am credibly informed that on the Fremantle trams no women are employed; they are not short of men. On our Government-owned trams, women are employed. These women have done a better job in the capacity of tram conductors than have any other women who have been seconded to the war effort. But why the difference in the systems? Because of the management. The people in control of the Kalgoorlie trams and the Fremantle

trams make a different approach to their employees.

The sooner we inculcate some of that spirit into our public utilities, the better it will be for all concerned. It is of no use saying that it should be done. Not only in the Railway Department but in another department too, the departmental head concerned will soon relinquish his position. There is only one chance of reformation in these two departments, and that is to go outside the departments for new appointees. But that is beside the question before us. Mr. Ellis has been appointed, and we must agree to this motion. I do hope, however, that the tramways, the ferries and the Electricity Department will be taken from him so that he can become a railwayman and not have subordinates to whom he can delegate his power in regard to these other items, and those subordinates say, "It is the Commissioner, not us." Let the man who actually runs the trams, the ferries or the Electricity Department be the man to be shot at direct, and not the Commissioner through him. I support the motion.

HON. L. CRAIG (South-West): I heartily support the re-appointment of Mr. Ellis as Commissioner of Railways. He is a man of high qualifications and, I think, has done a good job. He has been handicapped ever since his appointment. We are a funny people. We appoint a man to a job and no sooner do we do that than we put handcuffs on him. Mr. Ellis is expected to make the railways pay, but from the beginning conditions are imposed upon him. If he shows the slightest intention of raising freights, there is an outcry from the community. The costs against the Commissioner have been rising ever since his appointment, but practically no increase in freight charges has been made. We hear a terrific number of complaints today about our railways, and I must admit they are not comfortable. I ride in them a lot. They are dirty and uncomfortable.

Hon. C. R. Cornish: And slow.

Hon. L. CRAIG: They are fairly slow, but there is a reason for most of these things. I have made many inquiries, even from the enginedrivers, and I am told that the trains are over-loaded. The enginedrivers say that the engines cannot pull the loads.

Hon. J. Cornell: A lot of them are worn out, too.

Hon. L. CRAIG: I do not see how the Railway Department can provide a service when the costs are against it and it has no increase in revenue. I do not know of any private business which could show a profit under the conditions under which the Commissioner is expected to run our railways. I cannot imagine a business standing up against added costs without being able to pass those costs on to the community. Super is carried at a loss. Wheat is carried at the bare minimum charge. Immediately it is suggested that the freight on wheat should be increased there is an outcry. Any attempt to increase the fares affecting any other section of the community also leads to an outcry. Everyone wants something for nothing. When a Commissioner is appointed to a job he should be left to do it his way; if he does not do it right, then he should be criticised.

Hon. A. Thomson: Why continue increasing freights? That would be a wonderful way to develop the country!

Hon. L. CRAIG: The hon. member is not objecting to the increasing costs. Who will pay for that increase?

Hon. A. Thomson: The railways belong to the people, who should bear their share equally.

Hon. L. CRAIG: So they do!

Hon. A. Thomson: No, they do not.

Hon. L. CRAIG: Should not the user pay more than the non-user? I do not believe in charity industries. Everyone thinks that the particular commodity in which he is interested should have special consideration, and does not care about anyone else.

Hon. H. Seddon: Why not abolish the tariff?

Hon. L. CRAIG: I am not discussing the tariff. I will agree with the hon. member on many points when he discusses tariffs, but that is a Federal matter.

Hon. H. Seddon: You were talking about charity industries.

Hon. L. CRAIG: Yes, and I am in one of them, for I get my super carried at less than cost. I do not say, however, that that is a good principle.

Hon. V. Hamersley: It is good business.

Hon. L. CRAIG: Take any member who is running an industry on his own! What would he say if it were put to him that he should supply certain commodities at less than cost?

Hon. L. B. Bolton: That is what you are in favour of, private enterprise.

Hon. L. CRAIG: I am in favour of private enterprise being efficient. The Commissioner should be allowed to have control over the job that has been given to him. Anyone interfering with him should be kicked.

Hon. G. B. Wood: You think he should not be kicked?

Hon. L. CRAIG: I would not kick the Commissioner, who has been away from this State for three years. We know about the small vessels that were built at Fremantle. One shipping man said to me he would not pay £5,000 for one of them. If the men who were engaged on that work had been retained to keep our railways in order they would have been better employed. If our railway system is in a bad state and costs are heavily against it, do not let that rebound against the Commissioner. I am in favour of the job being done by one man. I would not like to see control by a board. One man should be made wholly responsible, but he should be given some say as to how he should conduct his business. He is even over-ridden by the Premier interfering with the Arbitration Court award.

Hon. W. J. Mann: He is over-ridden by the Government.

The PRESIDENT: Order! Will hon. members kindly allow Mr. Craig to proceed with his speech?

Hon. L. CRAIG: We are not being fair to some of our Government officials. We appoint them to do their jobs, and no sooner are they appointed than we pull them to pieces. They may want certain things done but we say, "You cannot do those things because they will affect someone else." At the end of their terms we say, "Why did you not do a better job?" when actually they had no chance to do so. I say, give the Commissioner a real say in the running of the railways, an opportunity to have real discipline and control over his staff. If the Government will stick behind him he will get discipline, of which there is little today. Give him complete control and we will see if there is not an improvement in the management of the railways. In the circumstances in which the Commissioner has been working during the war, and taking all things into account, I think our railways are reasonably good.

Hon. G. B. Wood: They were not too good before the war.

Hon. L. CRAIG: The same conditions appertained then; there was no control. There are many railways worse than those in Western Australia.

Hon. J. Cornell: Where are they?

Hon. L. CRAIG: Let the hon. member travel in other parts of Australia.

Hon. J. Cornell: I have not found worse railways there.

Hon. L. CRAIG: Our 3ft. 6in. gauge is not at all bad. Give the Commissioner real control.

Hon. G. W. Miles: Give him coal at a reasonable price.

Hon. L. CRAIG: That is another question. The hon. member would bring in Collie next. I do not like discussing Collie. People are not politically-minded there.

Hon. G. B. Wood: They are not Craig-minded.

Hon. L. CRAIG: I agree with the principle of one Commissioner.

Hon. J. Cornell: Do you think he should control the tramways and the ferries too?

Hon. L. CRAIG: I do not know enough about the subject to answer that question. There has to be a nominal head. I am not sufficiently conversant with the matter to say whether the Commissioner is competent to carry out those jobs.

Hon. A. Thomson: He should have men under him competent to do it.

Hon. L. CRAIG: I should say the present arrangement is all right. There must be some supreme authority. I am in favour of one Commissioner, and of that officer being Mr. J. A. Ellis. I support the motion.

HON. E. H. H. HALL (Central): I am in accord with the re-appointment of Mr. Ellis as Commissioner of Railways if for no other reason than that it would be of no use to express disapproval.

Hon. L. B. Bolton: That is complimentary.

Hon. E. H. H. HALL: We must face the fact that the re-appointment has been made, and that nothing any member of this Chamber can say will unmake it. It is just a matter of form to bring this appointment before the Chamber in order to comply with the Constitution.

Hon. J. Cornell: To comply with the Government Railways Act.

Hon. E. H. H. HALL: After listening to Mr. Craig one would think we had not the right to say what we think about this re-appointment. Although we may not be able to interfere with it, we have the right to express our individual opinions. Taking everything into account I think those in charge of the railways in this State, as well as those in charge of the Midland railway, have done a good job, but that does not prevent me from saying what I think should be said. I now come to a matter I have previously ventilated in this Chamber. I am not blaming the Commissioner personally for this very singular lack of information which is denied to the public. How members can fail to insist upon this information being given I cannot understand. I have before me the annual report of the Commissioner of Railways for the year ended the 30th June, 1943. Members can search through it in vain for information upon a question which I think should be made public. I refer to what is known as the equalisation statement concerning the operations between the Government railways and the Midland Railway Company. When goods are consigned at either end of this privately owned railway, the consignment is taken charge of by Government officials whether at Perth, Fremantle or Geraldton.

Money is paid by either passengers or the consignors of goods to Government railway officials either at Perth, Fremantle or Geraldton, and accounts in connection with the services which the Midland Company gives to the people are kept by the Government officials. Members should be able to see for themselves the number of Government railway trucks that are used on the Midland line. As soon as a Government truck arrives at Midland Junction or at Walkaway from Geraldton on account is kept of how long it is on the Midland line, and the same applies to the Midland line trucks. Far more use is made by the Midland Railway Company of Government rollingstock than is made by the Government of Midland rollingstock, and there must therefore be a substantial credit balance due from these operations to the Government by the company. Notwithstanding that, in the Commissioner's report to Parliament we have not one line of information or a figure to show the nature of the equalisation statement. I am surprised that the public should be satisfied to go along in absolute ignorance of such details.

I do not blame the present Commissioner for the existing state of affairs. What I am suggesting has never been done, and I suppose the Railway Department is carrying on in the same worn-out method because no other method has ever been adopted. The officials may say, "Why should we break fresh ground?" If they are to be permitted to follow these old lines, is it any wonder that the people voted as they did at the recent Referendum? The result in this State was tantamount to voting both Houses of Parliament out of existence.

Reference has been made to tramways and ferries. In this annual report mention is made of a strike on the tramways because a man who had left his tram was dismissed. After an inquiry that person was reinstated. There seems to me to be some justification for expressing dissatisfaction with the way that the management handles matters of this sort. Quite recently the public was subjected to very considerable inconvenience. That is not the first time it has suffered through a lack of ordinary tact in the handling of employees. It is high time the matter was taken up by the Government with the tramway management. I do not think the Commissioner should have anything to do with the Tramway Department, and I am in accord with Mr. Cornell's remarks in that respect. I was considerably surprised to read a letter from the secretary of the Tramways Union published in "The West Australian" some months ago, informing the people of the inconvenient hours and shifts worked by his members. I was so struck with the information that I wrote a reply suggesting something which I thought might be provided by a company or a management employing so many people who were working at such irregular intervals. That suggestion, so far as I know, has never received favourable consideration. Its object was to lessen the very great inconvenience suffered by the men and women who work the trams, in the absence of a cafeteria. I hold that a cafeteria should be established at the car barn or at some other convenient spot, thus lessening the inconvenience caused by shifts that enable the rest of the people to use the trams to get to their work at convenient periods. Glancing through the report of the Commissioner on the railway system, the following caught my eye:—

Perth. A lunch room, change room and improved toilet facilities are being provided for

the benefit of the staff attached to the civil engineering workshops at Melbourne-road.

There may be something of the kind for the benefit of the tramway employees. If there is, I wonder why arrangements have not been made to provide meals on the cafeteria system, which I think would be an excellent gesture showing that the management had considered the comfort and convenience of the very many men and women who render an important service to the people of the metropolitan area. It is only by such actions that a management can expect to obtain that which we have a right to expect, namely, the full co-operation of the employees in order that the public may be well served. Such conveniences may be provided already, but I do not know that they are.

If this convenience had been provided, it would have mitigated the inconvenience caused to employees by having to sign off and go to breakfast at inconvenient times. Mention has been made of the 3ft. 6in. gauge on our railways, and a great deal of consideration is claimed for our system because of its narrow gauge. One of the best criticisms of the system that I have heard came from a member of another place, Mr. Styants, who, as we all know, was an engine-driver. It is not to be supposed that because a man has been an engine-driver he should be considered an authority on railway administration, but I maintain that the criticism, coming from a Labour member, was frank. He showed that those who put up a defence for our system because it was narrow gauge were on very weak ground. He cited Japan and South Africa as countries with narrow gauge railways a long way in advance of ours in point of speed.

Travelling as I do mostly over the Midland railway, I am inclined to think that the speed on the 3ft. 6in. gauge could be accelerated. I speak without my book, but the fact that we are today travelling on our railway systems, both Government and private, at the same rate as when I was a boy—and that is many years ago—brings it home to me that attention should be given to ascertaining whether we cannot, like the rest of the world, improve the speed at which we travel. Mr. Cruik emphasised the fact that the Commissioner had not real control of the railways. When the hon. member was speaking, I noted that he said the Premier

would not give the Commissioner the control that he should have.

Hon. L. Craig: No. I said he over-rode the decision of the Arbitration Court under National Security Regulations.

Hon. E. H. H. HALL: I thought that perhaps the hon. member meant the Government. I hold that the Government would be justified in exercising some control over the Commissioner. Moreover, there was a time when, in my opinion, a union would have been fully justified in bringing to bear that pressure which a union can bring to bear on everybody—Ministers included—on the Commissioner of Railways. That, however, was not done. Had the union acted as I suggest, the result would have been to save the life of one of their fellows, an engine-driver who was killed by passing through the tunnel. If over there was justification for direct action in this democratic country it was justified in that case. There is another instance, evidently better known to railway men than to the travelling public.

I saw a newspaper paragraph concerning the death of a railway man only last week. The matter is to be referred to the A.L.P., the real controller of labour. If we could only address ourselves to the A.L.P. and obtain that body's collaboration, we would do much better work than we can accomplish here. If the A.L.P. would say the word to do away with doors on the suburban trains, they would be done away with. The presence of those doors was supposed to have been the cause of the unfortunate accident at Claremont. We are grateful to be able to rise here in a British community and say what we think, but I do not believe that any member is honestly of opinion that of what is said here notice will be taken. We can merely express our opinions in the hope that perhaps some time, somehow, somewhere what we say will ultimately bear fruit. I support the motion for the re-appointment of Mr. Ellis as Commissioner of Railways.

On motion by Hon. H. Seddon, debate adjourned.

BILL—TESTATOR'S FAMILY MAINTENANCE ACT AMENDMENT.

Received from the Assembly and read a first time.

BILL—MAIN ROADS ACT (FUNDS APPROPRIATION).

Second Reading.

Order of the Day read for the resumption from the 14th September of the debate on the second reading.

Question put and passed.

Bill read a second time.

In Committee.

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

BILL—INDUSTRIES ASSISTANCE ACT CONTINUANCE.

Second Reading.

Debate resumed from the 14th September.

HON. A. THOMSON (South-East) [5.29]: I do not propose to make a long speech on this Bill. I had the privilege of being a member of another place when the original Act was introduced, and I think I then stated that it seemed to tie up everything except the farmer's wife and children as far as security was concerned. However, the Act has performed a very useful function. With members of another place, I would like to draw attention to the fact that the Industries Assistance Board carries out very important work besides catering for those interested in primary industries. Unfortunately we have not had a report dealing with the assistance given to our secondary industries. While it is admitted that a considerable sum has had to be written off on account of farming disabilities, it is satisfactory to know that during the last two years, according to the statement made by the Chief Secretary in this House, quite substantial repayments were made over and above what had been advanced during 1943-44. From that angle, the position is quite satisfactory.

When this Act is being discussed at any future time, I would like a list to be presented of the various industries aided by the Industries Assistance Board. At one stage, when the board's reports used to be submitted, we had details of the help given. I would refer to the advances made to the Calyx Co. Probably a certain amount of money was lost in that connection, but that company has performed a

useful function in the war period during which it has been difficult to obtain crockery. There is an industry which in days gone by was helped but was not as successful as it might have been, and yet it ultimately proved a benefit to the State. The same applies to those engaged in the farming industry, who were assisted by the board. I endeavoured to see whether I could find any figures in this connection but all that I could discover of interest was in the Public Accounts which indicate that the amount written off from 1935 to 1943 by the board in respect of assistance to primary industry was £1,454,620. Of that, no less a sum than £435,045 was interest that had accrued. While a considerable amount of principal had to be written off, which represents a loss to the State, I would remind the House that there is also a human side to consider. You know, Mr. President, and I know of many men who accumulated small savings and went on the land in the hope of being able to make a competency for themselves. Unfortunately, after spending from 13 to 20 years on the land, numbers of them had to walk off without a penny.

It was very hard for men who had given so many years of their lives trying to secure a satisfactory living from the soil to find that that time had been practically wasted. It looks on occasion as though the State has lost a considerable sum of money, but the fact should be borne in mind that many settlers have wasted a considerable portion of their lives endeavouring to make profitable land which in many instances should not have been thrown open for selection. I have pointed out that the money advanced to the Calyx Co. represented a loss to the Industries Assistance Board and the State, and no doubt money similarly advanced to other industries has also been lost. At the same time, during the period we have been going through recently, those industries have proved of benefit to the State. Exactly the same applies to money seemingly lost in the development of our farming areas. Whilst it looks as though we have lost big sums, the expenditure of the money has been the means of opening up and developing our country and providing ways and means by which many of our country towns and citizens can exist. It has helped the war effort, too, because we have been able to produce more food.

I support the Bill, hoping that in future it will provide the means of helping to establish secondary industries which are required in this State, and also of continuing to assist primary industries for quite a number of years to come. I believe that if there is one thing that is required now and will be required after peace is declared, it is food. If we get anything like decent seasons I feel sure that much of the money spent under this Act will be recouped through increased production and consequent wealth. I am voicing the same views as were expressed by members of another place when I say that, if the information is available, it would be instructive to members if they could be told how much money has been advanced to assist industries under this measure and how much has been lost, with a view to disabusing the public mind of the opinion that the board was brought into being entirely to assist primary industries, when, as a matter of fact, it serves a dual purpose.

THE CHIEF SECRETARY (in reply):

It is perfectly true, as Mr. Thomson suggested, that under the Industries Assistance Act help has been rendered to quite a number of secondary industries. For some years past the method of rendering assistance to secondary industries has been by means of bank guarantees and the Industries Assistance Act is the only measure under which the Government has had authority to give the assistance which has been rendered. I have not the total figures involved in assistance of that kind since the Act was first placed on the statute-book but I have a list of some of the concerns that have been assisted under this Act, and I think members will agree that in almost every instance the assistance has been warranted, and that even if some of the money has been lost, indirectly there has been a worthwhile gain. First, then, there is the pearling industry at Broome to which assistance has been given, and the banana growing industry at Carnarvon.

Hon. C. R. Cornish: All of that has been paid back.

Hon. C. B. Williams: It should have been, too, with bananas at 3½d. each!

The CHIEF SECRETARY: I am not suggesting that nothing has been repaid in regard to any item to which I am referring. I am merely pointing out that but

for this Act it would not have been possible for the Government to give assistance to these particular industries in the form in which it was given.

Hon. J. Cornell: It was never intended when the Act was passed.

The CHIEF SECRETARY: I do not know. I think there is something in the Act to indicate that it was intended.

Hon. J. Cornell: No.

The CHIEF SECRETARY: Assistance has also been given to the Albany Freezing Works, Ltd., the Australian Sandalwood Co., Ltd., the Broome Freezing and Chilling Works, Forests Fuels, Ltd., Geraldton Tomato Products, Geraldton Tanneries, Ltd., Griffin Coalmining Co., Ltd., Norseman Gold Mines, Nolex Engineering Co., Ltd., South-West Woollen and Textile Mills, Ltd., Stockers Engineering Works, Trafalgar Preserving Co., Ltd., the West Australian Worsted and Woollen Mills, Ltd., and the Western Australian Barley Board. That is by no means a complete list.

Hon. L. B. Bolton: You have not mentioned a few on which money was lost.

The CHIEF SECRETARY: I am not in a position to say whether any money is being lost on any concern.

Hon. L. B. Bolton: You mentioned all those that were good propositions.

The CHIEF SECRETARY: I am anxious to give whatever information I can. All details are available to the hon. member or any other member who desires them. If information is asked for it will be provided. I rose merely to show that while Mr. Thomson was correct in his remarks, where assistance has been rendered under this Act it has, in the great majority of cases, been rendered to an industry that has been of great value to Western Australia, more particularly during the war years. I am very glad that there is no opposition to the continuance of the measure. I hope there will not be many occasions when it will be absolutely necessary to provide assistance in the way it has been furnished in years gone by, but if that time should arise the authority will be here under this Act to give it.

Question put and passed.

Bill read a second time.

In Committee.

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

BILL—FINANCIAL EMERGENCY ACT AMENDMENT.

Second Reading.

Debate resumed from the 14th September.

HON. H. S. W. PARKER (Metropolitan-Suburban) [5.44]: This Bill is one of the few remaining under the old financial emergency legislation passed in 1931. I would like to read the preamble of the original Act which was brought into force in that year. It is as follows:—

Whereas at a conference between Ministers of the Commonwealth and Ministers of the States convened in Melbourne on the twenty-fifth day of May, one thousand nine hundred and thirty-one, to devise measures for meeting the grave financial emergency existing in Australia and thereby averting disastrous consequences, a plan was agreed upon for re-establishing the financial stability of the Commonwealth and States and restoring industrial and general prosperity by means involving a common sacrifice, including amongst other things certain reductions in the expenditure of the Commonwealth and State Governments and the conversion of the internal public debts of the Commonwealth and States on the basis of a reduction of the interest payable: And whereas, for carrying out a part of the plan, certain legislation by the State of Western Australia is necessary: Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of Western Australia, in this present Parliament assembled, and by the authority of the same, as follows:—

In 1933, the Act was renewed only until the end of the year. It was re-introduced and has continued from the 1st January, 1934. In the measure passed in that year, the preamble was repeated except that after referring to the fact that, the Act having expired by effluxion of time, the continuance of the legislation was necessary, it stated—

Whereas further legislation by the said State of Western Australia is now necessary for the purpose of continuing the carrying out of a part of the said plan: Be it therefore enacted

Then it proceeded to set out the provisions of the Act itself. The greater part of that measure has since been repealed, and I doubt very much whether the remainder should still appear on the statute-book. Conditions have altered very considerably since then and at present, financially speaking, there is a state of flux. We will all agree that the Financial Emergency Act must expire some time. We cannot continue it ad infinitum, and we certainly must get down

to a proper basis. Recently the Law Society of Western Australia issued a circular in which the following appeared:—

I am instructed to bring under your notice a circular from the Commonwealth Treasury dealing with maximum interest rates for mortgages and payments owing under contracts of sale. As from the 5th September, 1944, the maximum rate of interest chargeable under new mortgages exceeding £500, overdue mortgages exceeding £500 which are being taken over by purchasers, or payments owing under contracts of sale in receipt of land transactions, must not exceed $4\frac{3}{4}$ per cent. No reduction will be made in interest rates on current fixed mortgages which the Treasurer permits purchasers to take over.

I have endeavoured to find out under what authority that information was made available by the Commonwealth Sub-Treasury here. Although it will be noted that the law takes effect as from the 5th September last, the Commonwealth Crown Solicitor cannot give me any information on the matter. In effect, he said that in the opinion of the Commonwealth Sub-Treasury here the information is correct, but still he has no knowledge of the matter himself. It is a shocking state of affairs that a provision of that nature should be brought in without the public being able to secure definite information about it. I do not know whether the information is correct, and I do not know upon what authority it has been given out. Personally, I think it is correct—I do not think there is any doubt about it.

Hon. H. Seddon: Was no intimation published in the Commonwealth "Gazette"?

Hon. H. S. W. PARKER: No, nor has the Commonwealth Crown Solicitor any information in his possession about the matter. I made inquiries only this afternoon, when I was informed by the Crown Solicitor that he had made inquiries at the Commonwealth Sub-Treasury but he could get no definite information himself. If it is correct, however, it means that all future mortgages will carry an interest rate of $4\frac{3}{4}$ per cent. At present, any amount of money is available for investment. Quite rightly, the Commonwealth Government desires that money to be invested in the war loans and not in mortgages; but at the same time the cleaning up of a number of old mortgages dated prior to December, 1933, is desired. The Mortgagees' Rights Restriction Act enters into the scheme of things and is still in force. Mortgagees will not assist in paying off mortgages while that Act and the Finan-

cial Emergency Act remain on the statute-book.

If the Bill under discussion were not passed, it would mean that interest rates would revert, generally speaking, to £7 per cent. instead of continuing at £5 8s. 6d. per cent. The result would be that mortgagors would look round for further investments—and they need not be extraordinarily good investments. At present, even if the information I have referred to is correct, new mortgages can be secured at $4\frac{3}{4}$ per cent., which is quite a good investment under existing circumstances. The longer we persist with the two Acts on the statute-book, the more difficult the position will become. When the war is concluded and we settle down to normal conditions, there may be some excuse for continuing them. Why not discard the legislation now and operate under the National Security Regulations, allowing the position to be adjusted to war conditions? I do not actually suggest that people who have been paying £5 8s. 6d. per cent. should be forced to pay £7 per cent., but I claim the time will arrive when that must happen.

Now is the appropriate time for the application of the Act to terminate. If that is done, people will have an opportunity to get fresh mortgages at the new rate. It may be doubted that some would agree to that, seeing that the rate now is only £5 8s. 6d., but there is very good reason to hope that they will. If a house was mortgaged at a date prior to August, 1931, it would constitute an asset now from the selling point of view because the purchaser of the property would know full well that the mortgage could not be called up by the mortgagee without his going to court and incurring expense, together with the risk as to whether or not he would be able to obtain an order. If we do not pass the Bill under discussion, the individual will be able to secure a new mortgage, upon which there will not be the present restrictions.

I do not suggest that mortgagors have made a welter of it under the principal Act as tenants have under the landlord and tenant regulation, but I emphasise that the Acts themselves must lapse sooner or later, and I know of no better time than the present when the transition could be made so simply under the National Security Regulations. The Mortgagees' Rights Restriction Act, which remains on the statute-book, pro-

vides, broadly speaking, that no mortgage that was in existence prior to August, 1931, can be called up, and the Financial Emergency Act deals with the interest rates. I have already mentioned that it is desired that various estates shall be wound up.

There are mortgages to my knowledge that have existed as from prior to 1904 and are still in force. Those concerned are paying the stipulated interest rates, and I do not think anyone could secure an order respecting those estates if he desired to do so. The mortgagors are paying and the mortgagees are not worrying about any more security. Quite a number of mortgages date from 1920 onwards and are still in force. It would be possible to ask for a return giving details of those mortgages, but such a request would be unfair because of the work that would be entailed in the Titles Office. If the House is not prepared to defeat the Bill, I trust that when it is dealt with in Committee the duration of the measure will be restricted to a further six months only. This will provide mortgagors with an opportunity to secure fresh money and so allow this legislation to terminate without causing any great hardship.

HON. J. CORNELL (South): I am inclined to agree with Mr. Parker. Some years ago I opposed the re-enactment of the last remnant of the Financial Emergency Act, under the provisions of which everyone secured easement—even we ourselves. Speaking subject to correction, I understand that the position today is that interest on mortgages is reduced to an amount not exceeding 5 per cent.

Hon. H. Seddon: No.

Hon. J. CORNELL: I understood that was the position.

Hon. H. S. W. Parker: The reduction was by 22½ per cent., or to 5 per cent., whichever was the greater.

Hon. J. CORNELL: That was the position. However, another set of circumstances arose, and consideration must be given accordingly. Mortgages granted after the passing of the Act were not subject to its provisions. Still another set concerns mortgages that are subject to the application of National Security Regulations.

Hon. H. S. W. Parker: And soldiers are not required to pay more than 5 per cent.

Hon. J. CORNELL: I will leave the soldiers out of the matter. Why continue the

Financial Emergency Act at all? I can see no necessity for it. If there were instances of undue hardship, the National Security Regulations would apply to them. Why have separate machinery for dealing with mortgages when we could group them under the one head? Sooner or later the Act will have to terminate. A few years ago, before the war, the argument advanced in support of the repeal of the legislation was that many people had invested their money and the interest therefrom represented their livelihood, of which they were being deprived. That position does not arise today. I do not suggest that we should revert to the original position, but I do claim that the Financial Emergency Act should be repealed and the National Security Regulations should apply instead. The effect would be that the whole of the mortgages would be policed under those regulations. It is true that at present the National Security Regulations do not apply to the mortgages I have in mind. So why continue this legislation? Mr. Parker has suggested that it should not be continued year in and year out. It was the last of the legislation brought in during the financial depression and all of it has been wiped out with the exception of this Act. It is time this one also was set aside.

THE CHIEF SECRETARY (in reply): I cannot accept the suggestion by Mr. Parker that the date should be altered to the end of this year. He has rightly said that large numbers of mortgages are affected. They would probably run into many thousands.

Hon. H. Seddon: For large sums?

THE CHIEF SECRETARY: Some of them for large sums. They relate to the farming community and to the business community. If we took the step suggested by Mr. Parker, it is questionable, notwithstanding his statement that there is plenty of money available at a lower rate of interest for these mortgages, whether the mortgagors would be able to secure the requisite accommodation. If the Commonwealth regulation referred to by the hon. member is in force and mortgagors are in a position to raise money, I see no reason why they should not do so as they would undoubtedly get the benefit. At the same time we should not compel them to do it. If the mortgagors were in a position to take advantage

of the regulation, I think they would be only too pleased to do so. While I believe the House will agree to the second reading of the Bill, I hope members will not act on the suggestion of Mr. Parker in the matter of altering the date.

Question put and passed.

Bill read a second time.

In Committee.

Hon J. Cornell in the Chair; the Chief Secretary in charge of the Bill.

Clause 1—agreed to.

Clause 2—Continuation of Act:

Hon. H. S. W. PARKER: I hope the Chief Secretary will agree to defer discussion until we can get a copy of the Commonwealth regulation.

The CHIEF SECRETARY: I cannot see how a Commonwealth regulation can affect the question of continuing this legislation. However, as the hon. member seems to think it might, I have no objection to further consideration being postponed.

Progress reported.

BILL—PLANT DISEASES (REGISTRATION FEES) ACT AMENDMENT.

Second Reading.

Debate resumed from the 14th September.

HON. G. B. WOOD (East) [6.5]: This is quite a small Bill, but it vitally affects a considerable number of small as well as large fruitgrowers. I am not enthusiastic about passing the second reading for reasons I will give. I do not want anybody to misunderstand my attitude to the need for eradicating fruit fly. What I am concerned about is who is to pay for its eradication. We thrashed out this matter in 1939, and the fruitgrowers were taxed to the extent of 2s. 6d. per acre.

Hon. L. Craig: At their request.

Hon. G. B. WOOD: They requested something less than 2s. 6d. In 1941 the Minister for Agriculture, in his wisdom, decided to reduce the tax to 1s. 6d. with a maximum of £2 10s. I do not think the Minister could have believed that 1s. 6d. would be sufficient; in fact he told the people it would not be enough and that the Treasury would make good the difference. Let me quote what the Minister for Agriculture said at the time—

Our investigations show that 1s. 6d. per acre will and should go a long way towards providing and meeting all the demands upon

the fund for a continuance of the existing inspectors and also the appointment of additional inspectors. There is a credit in the fund of £500 held by the Fruit-fly Advisory Committee to meet emergencies, and in addition there is a sum of between £600 and £700 also in credit. Consequently, if a flat rate of 1s. 6d. per acre, unlimited as to the extent of acreage, is imposed on all excepting wine-grape growers, and in their case a maximum of 50s. is charged, we will get sufficient funds to meet our needs.

There the Minister definitely said that the proposed fees would go a long way towards meeting all demands. When the member for Toodyay, who is vitally concerned with the industry, was speaking, he said—

The Minister for Agriculture has assured me that if the money raised should be slightly less than the amount required, he will see to it that the inspections are not curtailed. One feature of the Bill is that it will engender good feeling amongst the growers.

According to that statement, the Minister intended to make up any deficiency. The member for Albany made the following statement:—

I thank the Minister for Agriculture for what he has done. He advised Mr. Loaring, chairman of the Fruit-fly Advisory Board, that if the 1s. 6d. per acre was not sufficient to provide the requisite number of inspectors, his department would assist.

Although the fruitgrowers were told that they would not be asked to pay more than 1s. 6d. per acre, we now have this proposal to increase the charge to 2s. To this I take the strongest exception on behalf of the fruitgrowers I represent. The Bridgetown Fruitgrowers' Association has a motion on the agenda paper for the impending conference to ask the Minister for a subsidy and not to increase the registration fees. This increase will be quite a consideration to many small fruitgrowers. Probably members do not realise how little some of them are making. After the undertaking given to their representatives, I cannot see why this increased taxation should be imposed upon them. I think the community should be prepared to pay its share of the cost of inspection. Let me quote a few figures to show the charges that a fruitgrower has to pay on a case of fruit. He receives 6s. 6d. for a case of apples and out of that has to pay 1s. 6d. freight, 1s. 3d. for the case and packing and 6d. for carting and commission.

Hon. L. Craig: Are those figures correct?

Hon. G. B. WOOD: They were supplied to me by a fruitgrower. His charges, he

said, amounted to 3s. 3d. per case, which is a large sum to meet out of 6s. 6d. I take strong exception to fruitgrowers being called upon to pay this extra amount for registration fees. Another anomaly exists in connection with those known as backyard fruitgrowers. A man who has one fruit tree has to pay 1s. registration fees, but a man who has 100 trees or 400 vines pays only 1s.

Hon. J. A. Dimmitt: That would be a big backyard.

Hon. G. B. WOOD: A man might have a small orchard with 50 trees and 200 vines and he would pay only 1s. Such growers should pay more towards making good the deficiency. I shall support the second reading, but I have placed an amendment on the notice paper aiming at reducing the fee. After the undertaking given to the fruitgrowers, I feel that the Government, in making this proposal, has let them down. We admit there is no other money in the fund to provide for inspectors and we do not want to see them taken off the job. I agree with the fruitgrowers of Bridgetown that the Government should continue the subsidy. It is providing a subsidy for the present year.

Question put and passed.

Bill read a second time.

Sitting suspended from 6.15 to 7.30 p.m.

BILL—SHEARERS' ACCOMMODATION ACT AMENDMENT.

Second Reading.

THE HONORARY MINISTER [7.30] in moving the second reading said: By this Bill it is proposed to amend the Shearers' Accommodation Act, which was passed to provide for the proper and sufficient accommodation of shearers and shedhands. I have been closely associated with the preparation of this measure and have ascertained the views of both the Pastoralists' Association and the A.W.U. upon its provisions. The Bill follows closely a similar measure passed in South Australia, I think, two years ago. Certain modifications were suggested by the Pastoralists' Association, one of which was rejected. In the main, the Bill represents what was agreed to by the Pastoralists' Association and the A.W.U.

The parent Act was passed in 1912 and has not since been amended. The Bill contains several amendments, all of which are designed to improve the conditions and facilities to be provided to accommodate

shearers. The two main proposals seek to amend Sections 2 and 6 of the Act. Section 6 compels every employer to provide proper, adequate and sufficient accommodation for the comfort and health of shearers in buildings separate from the shearing shed. It then goes on to prescribe the required accommodation, and provides that all buildings shall be distant at least 50 yards from any shearing shed. It is proposed by the Bill to include a stable, pigsty or wool scour as localities which must be distant at least 50 yards from such shearing shed.

Another proposal to amend Section 6 sets out that any building already provided for sleeping accommodation, or any building for the purpose which is in course of erection at the time of the passing of this Bill, shall be divided into compartments to accommodate not more than three shearers in each compartment. Where the erection of the building is commenced after the passing of this Bill, compartments shall be provided to accommodate not more than two shearers in each. Sleeping accommodation shall be provided for cooks and their assistants in a compartment, or compartments, separate from the sleeping compartment provided for the shearers. Each shearers shall be provided with a bedstead, or bunk, with a suitable mattress in a clean and proper condition. Each sleeping compartment shall be provided with a lamp sufficient to illuminate it. All the proposals I have just mentioned are not included in the existing legislation, and are deemed necessary to improve the conditions under which shearers are to be accommodated.

Provision has been made to meet the difficult circumstances existing at present in regard to the supply of materials and manpower. If any building provided by an employer was erected before the passing of this Bill, then the employer will not be required to alter the building to comply with these provisions until the expiration of 12 months after the conclusion of the war. It is also proposed to amend Section 6 of the parent Act to deal with the matter of water supply and ablutionary facilities. The Act sets out that a sufficient supply of good drinking water shall be provided. The Bill proposes to add that all tanks and facilities used for the storage of drinking water shall be so constructed and covered as to prevent water stored therein from becoming polluted or

contaminated. It is further proposed that proper cooking, drinking and washing utensils shall be provided, and the nature thereof is prescribed.

Another proposal to amend Section 6 is to add a new paragraph to provide that, where there is a sufficient supply of water, a bathroom shall be provided for the use of shearers. If there are not more than seven shearers, at least one shower or plunge bath shall be provided in the bathroom. If there are more than seven but not more than 15 shearers, at least two such baths shall be provided. If more than 15 but not more than 30 shearers are employed, at least three such baths will be necessary. If more than 30 shearers are employed, at least three baths shall be provided, together with one additional bath for every 15 shearers in excess of 30. The Bill further provides for what are considered to be the proper arrangements which must be made for kitchen requirements and sanitation.

The other main provision in the Bill seeks to amend Section 2 of the principal Act. That section sets out that the Act does not apply to buildings provided for the accommodation of shearers in cases where the total number of shearers employed in the shearing shed is less than eight. It is proposed by the Bill to reduce this number to six. Another proposal in the Bill deals with Section 5 of the Act which relates to the appointment of inspectors. That section provides that the Governor may appoint inspectors and may define the district or districts over which they shall exercise supervision. It is proposed by the Bill that senior members of the Police Force shall automatically become inspectors for the purposes of the Act, and that any such inspector may delegate his authority to another member of the Police Force in writing. These are the main proposals in this measure, which, as I mentioned at the outset, is designed to improve the conditions under which shearers are obliged to live while they are engaged in earning a livelihood. All the proposals are couched in simple language and should be easily understood. If any further information is desired I shall be only too pleased to supply it during the Committee stage. I move—

That the Bill be now read a second time.

On motion by Hon. C. R. Cornish, debate adjourned.

BILL—FRUIT GROWING INDUSTRY (TRUST FUND) ACT AMENDMENT.

Second Reading.

THE CHIEF SECRETARY [7.38] in moving the second reading said: By this Bill it is proposed to amend the Fruit Growing Industry (Trust Fund) Act, which was passed in 1941. Under that Act authority was granted for the establishment of a trust fund in relation to the fruit-growing industry, and provision was made amongst other things, for the administration of the fund and the application of moneys from time to time to the credit of it. It is proposed to amend the definition of "dealer" in Section 3 of the Act in order to provide a more satisfactory and equitable means of collecting moneys due to the fund, which moneys are to be expended solely for the benefit of the fruit industry.

The trust fund authorised under the Act was designed to replace the fund previously controlled by the Western Australian Fruit-growers' Association, and financed by the voluntary subscriptions of and the levies upon its members, based on their oversea exports of apples and pears. With the discontinuance of the export trade in these commodities the income of the association disappeared. However, moneys were still required for the application of measures to eradicate pests and diseases, to compensate growers for any resultant losses and to provide financial help for the association and its branches in the carrying out of its activities for the benefit of growers. Although originally only apples and pears were included in the statutory definition of "fruit," the term was later extended, at the request of citrus growers, to include citrus fruits, which were brought within the scope of the Act in 1943.

Every grower is required to contribute to the fund in proportion to the fruit produced by him for sale. It is provided that the rate of contribution shall not exceed $\frac{1}{2}$ d. per bushel, and that if the moneys in the fund are for the time being sufficient for the purposes of the Act, the growers' liability to contribute may be suspended. Levies due from growers of apples and pears are collected through the agency of the Apple and Pear Marketing Board, and from citrus growers through dealers as defined in the

Act. The term "dealer" means any person who—

- (a) Purchases fruit from a grower wholesale for re-sale; or
- (b) receives fruit from a grower for sale wholesale on behalf of such grower; or
- (c) being a grower, himself sells wholesale in a season not less than 250 cases of fruit produced by him.

It is this definition which the Bill seeks to amend. It is proposed to extend the definition of the term "dealer" to include certain other classes of growers. The Act imposes upon dealers the duty of deducting from payments due to the grower the amount of his contribution to the fund. Under the apple and pear acquisition scheme, the collection of levies due from growers of those fruits is greatly simplified, since the entire crop is in the disposition of the board, which thus becomes the sole dealer. In the case of growers of citrus fruits, however, the matter of collections is rather more difficult.

Prior to the war, it was the practice of many such producers to retail their fruit at roadside stalls along the main highways adjacent to the city. Considerable quantities of fruit were disposed of in this manner; and, indeed, it would be possible for a grower to sell his entire crop in this way. It is proposed to class such grower-retailers as dealers in cases where disposals of fruit by this means amount to 250 bushels or more per year. The second proposal in the Bill relates to manufacturers engaged in processing fruit. At present these manufacturers are not obliged to deduct from the returns due to the grower the amount of his liability to the fund. It is sought by a clause in the amending Bill to bring such manufacturers within the definition of "dealer," thereby requiring them to carry out this duty. The processors have expressed their willingness to co-operate in this way, and if the Bill is accepted, much of the inconvenience which the department is at present experiencing in the collection of moneys due will be obviated.

The only other proposal deals with a grower who sells wholesale in a season not less than 250 cases of fruit produced by himself. It is proposed to substitute the word "bushels" for "cases," so that a grower who sells not less than 250 bushels of fruit will come within the definition of "dealer." It is considered to be more equitable for levies to be paid on a bushelage basis. Those are

the proposals embodied in the Bill. They are brought forward for parliamentary approval so that anomalies in respect to the parent Act may be rectified. All the moneys received into the trust fund by way of the levies raised are utilised in the interests of the fruitgrowing industry, and I anticipate that no objection will be raised to the proposals. I move—

That the Bill be now read a second time.

On motion by Hon. W. J. Mann, debate adjourned.

ADJOURNMENT—SPECIAL.

THE CHIEF SECRETARY [7.44]: I move—

That the House at its rising adjourn till Tuesday, the 3rd October.

Question put and passed.

House adjourned at 7.15 p.m.

Legislative Assembly.

Wednesday, 20th September, 1944.

	PAGE
Questions: Railway employees, as to shortage of housing accommodation	702
Whole milk, as to distribution	702
Commonwealth housing scheme—(a) as to district allocations, (b) as to provision for provincial towns	702
Vermilion, as to deputation's request	703
Bus service, as to deviation of Maylands route	703
Acoustics in Assembly Chamber	703
Leave of absence	703
Bills: Mortgages' Rights Restriction Act Amendment, 1R.	703
Natives (Citizenship Rights), 1R.	703
Testator's Family Maintenance Act Amendment, 3R.	703
Personal Covenant Liability Limitation, 2R.	704
Land Alienation Restriction, 2R.	710
Dried Fruits Act Amendment, returned	710
Local Authorities (Reserve Funds) Act Amendment, returned	710
Northam Cemeteries, returned	710
Life Assurance Companies Act Amendment, returned	710
Criminal Code Amendment, 2R.	713
Evidence Act Amendment, 2R., Com.	722
Papers: Agricultural Bank, as to case of Craig Holden Whitwell	703
Motions: Commonwealth and State relationships, as to all-party Australia-wide conference, passed	716

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