

go into the question. I saw in the paper the other day that the Premier had referred to select committees as being a method of shelving a Bill.

Mr. Lambert: It kills some.

Hon. G. Taylor: And rightly so, too.

Mr. DAVY: The member for Coolgardie has given a somewhat self-satisfied smile. I remember the Bill he killed. Perhaps it was a case of justifiable homicide.

Mr. Angelo: He gave it very short shrift.

Mr. DAVY: Select committees properly handled, and appointed from the right point of view, can do very meritorious work.

Mr. Lambert: Every Bill could go to a select committee.

Mr. DAVY: I would not go as far as to say that.

Hon. G. Taylor: Our work would be very light if it was handled in the way that a certain select committee handled one Bill.

Mr. DAVY: I promise the Minister if he will allow this Bill to go to a select committee that it will not be shelved. An honest attempt will be made to improve it in order the better to achieve the object in view. I have made myself a promise that we shall have available to assist the select committee the best legal brains in the city. The member for Katanning will recollect, when we sent the Bills of Sale Act Amendment Bill to a select committee, considerable hostility was shown—not by the Government because it was not a Government measure—towards me when I moved that this action should be taken. To-day the people who showed that hostility are ready to admit that the result of the deliberations of the select committee was to put a vastly better piece of legislation on the statute book, which achieved all the objects they had in view, and contained none of the objections which were undoubted as regards the Bill in its original form. I strongly urge that a select committee be appointed to make an attempt to put this Bill into a form that will better achieve the objects which I am sure every hon. member of the House has in view, namely that we shall stop the scoundrel who, having got hold of some poor farmer who has not seen anyone for weeks, has dragged a large sum of money out of him. The scoundrel in question may be assumed to have called for a yarn with the farmer. He is the first man the farmer has seen for a long time. He is spoken to in a cajoling way, and he is swindled into buying a piece of land

which may be discovered at the bottom of a swamp or in the middle of the sea.

The Minister for Mines: He catches a lot of city people as well.

Mr. DAVY: A farmer makes the best victim. The individual in question arrives at the farm, and the farmer is glad to see him. He always arrives just before lunch. The farmer naturally invites so charming a young man from the city to stay for a meal. He has a suave manner and is ushered in. He is introduced to the pretty daughter, sleeps the night there and is almost accepted as a prospective son-in-law. Of course the farmer falls into the trap and buys the land. I hope the House will agree that a select committee should attempt to cure some of the defects of the Bill, which I am sure all realise are in existence.

On motion by Mr. Chesson, debate adjourned.

*House adjourned at 10.28 p.m.*

## Legislative Council.

*Thursday, 27th September, 1928.*

Bills:			PAGE
Industries Assistance Act Continuance, 3s.	...	...	966
passed	...	...	966
Kulja Eastward Railway, 2s., Com. Report	...	...	966
Feeding Stuffs, 1s.	...	...	968
Abattoirs Act Amendment, 2s.	...	...	968
Railways Discontinuance, 2s.	...	...	968

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

### BILL—INDUSTRIES ASSISTANCE ACT CONTINUANCE.

Read a third time, and passed.

### BILL—KULJA EASTWARD RAILWAY

*Second Reading.*

Debate resumed from the 20th September.

**THE HONORARY MINISTER** (Hon. W. H. Kitson—West—in reply) [4.36]: In reply to remarks of several members with

regard to railways which have been authorised but not constructed, I desire to point out that two essentials have to be considered, namely, the amount of money available, and the area of new country which a proposed railway will open up. Some of the lines already authorised but not commenced would merely be supplementary to existing railway and road facilities, while the proposed Kulja Eastward railway will open up a considerable area of what has been described by the Migration and Development Commission as magnificent country. The men and the construction plant are at present engaged on the Ejanding Northward railway; and if the Kulja line were not proceeded with as proposed by the Bill, it would mean a considerable increase in cost when the line was eventually constructed. At present three railways are under construction, and I am afraid it is impossible for the Government to undertake a larger number simultaneously.

Hon. J. J. Holmes: Can you tell us how many lines are authorised and not constructed?

The HONORARY MINISTER: The number appears in a report; I believe there are some six or seven. The Kalgarin settlers have been somewhat unfortunate in that their railway has been deferred notwithstanding two reports to the Government recommending the construction of the line. One of those reports was from the board appointed to consider the question of main lines; that is to say, lines which would need to be built with heavy rails and so on, and which would form part of the railway scheme of development.

Hon. J. Cornell: Is there not a report by the Railways Advisory Committee?

The HONORARY MINISTER: The report I refer to recommended the continuation from Corrigin to Kondinin. The Railway Advisory Board recommended a line from Lake Grace to serve Kalgarin. Those two reports have been considered; but the position is further complicated, for the time being, by the fact that railways which will be needed to serve the districts included in the 3,000 farms scheme have not yet been finalised. Much will depend upon the report of the Engineer-in-Chief. It is anticipated that that report will be available in time to allow a measure for dealing with the 3,000 farms scheme to be introduced before the close of this session. Not until the re-

port is available can anything definite be stated regarding a railway to serve the Kalgarin country. As to the question of day labour versus contract, which was raised by one or two hon. members, so far as railways are concerned it is not the Government's intention to alter their present policy of day labour.

Hon. J. Ewing: You will lose a lot of money.

The HONORARY MINISTER: No. I think the hon. member is mistaken. Many years' experience has shown that day labour is far superior to contract.

Hon. J. Ewing: I have never heard it yet.

The HONORARY MINISTER: That is, as regards railways built by the State railway construction branch.

Hon. E. H. Harris: Has that been made clear to the Migration and Development Commissioners?

The HONORARY MINISTER: I do not know. However, I do know that the former Engineer-in-Chief was particularly definite in his statements on that point. Moreover, at present there are not in this State any contractors who would be in a position to undertake a work of this character.

Hon. Sir Edward Wittenoom: That is the time you should call for tenders, because big amounts would be put in then.

The HONORARY MINISTER: Hon. members will realise that the proposed line will open up a magnificent stretch of country. I sincerely hope that the Bill will receive the support of the House.

Question put and passed.

Bill read a second time.

#### *In Committee.*

Hon. J. Cornell in the Chair; the Honorary Minister in charge of the Bill.

Clauses 1 to 4—agreed to.

Clause 5—Purchase money to be determined under Public Works Act:

Hon. J. EWING: Do I understand from the Honorary Minister that it is the policy of the Government to adopt day labour for the construction of all railways?

The Honorary Minister: Yes.

Hon. J. EWING: I can understand that in this particular case there is some reason for adopting day labour, because another line is being built by the Government, and

the Kulja railway will simply be a continuation of that line. The Government having the construction plant on the spot, perhaps it will be more economical to proceed on the day labour system.

Clause put and passed.

Clauses 6, 7, 8, Schedule, Title—agreed to.

Bill reported without amendment, and the report adopted.

### **BILL—FEEDING STUFFS.**

Received from the Assembly, and read a first time.

### **BILL—ABATTOIRS ACT AMENDMENT.**

*Second Reading.*

**THE HONORARY MINISTER** (Hon. W. H. Kitson—West) [4.35] in moving the second reading said: This Bill is to amend the Abattoirs Act, which came into force in 1909. Though that Act has worked smoothly, experience has shown that certain amendments are necessary which, if enacted, will give statutory power to effect these requirements. There are two main features in the Bill. First, it is desired that the department should have statutory authority to collect fees in connection with sales at sale-yards for the services provided.

Hon. J. J. Holmes: Are they Government saleyards?

**THE HONORARY MINISTER:** There are only Government saleyards at present, as indicated by the Bill. Then it is desired to give the Minister power to issue licenses in special cases for killing specified kinds of stock elsewhere than at an abattoir.

Hon. E. H. Harris: Is that in the city or throughout the State?

**THE HONORARY MINISTER:** In the metropolitan abattoir district. In regard to the first point, sale-yards have been established at Midland Junction in association with the abattoirs there, and fees are very properly charged for the upkeep of the saleyards, but there is no statutory authority for imposing such fees. In the past, amicable arrangements have been made between the stock agents and the Department, but it is deemed advisable to secure such statutory powers as obtain in the other States. Hence Clause 3.

It will be noticed that under Clause 3 it is not intended to interfere with sales of horses, milch cows or stud stock, or sales conducted on farms. I understand there are certain sale-yards already established for this purpose. Clause 4 deals with the second point. Since the Act was passed, it has been found advisable to permit, in isolated cases, the slaughter of stock at places other than an abattoir. For instance, many small settlers who are endeavouring to make a living by fattening store pigs for bacon purposes, find it difficult and inconvenient to send their pigs to the abattoir. This is particularly so in the case of those settlers who are starting in a small way and are slaughtering only one or two pigs per week. In view of this and with the object of developing the bacon industry, it is deemed advisable that power shall be given to the Minister to enable those men to slaughter their pigs on their own places, provided sanitary and hygienic conditions exist, and subject to the premises being so fixed that proper inspection can be carried out.

Hon. C. F. Baxter: That will apply to porkers as well as to baconers?

**THE HONORARY MINISTER:** I suppose so. The other amendments are consequential upon those two points. I move—

That the Bill be now read a second time.

On motion by Hon. J. J. Holmes, debate adjourned.

### **BILL—RAILWAYS DISCONTINUANCE.**

*Second Reading.*

**THE HONORARY MINISTER** (Hon. W. H. Kitson—West) [4.50] in moving the second reading said: This is a small Bill, dealing with two railway lines. Last session a similar Bill was introduced, but this House at that time did not agree to pass it.

Hon. J. Cornell: There has been a little left out of this Bill.

**THE HONORARY MINISTER:** Yes, one small line at Bunbury.

Hon. J. Cornell: You are now taking them one at a time.

**THE HONORARY MINISTER:** No, two at a time.

Hon. J. Cornell: I mean one problem at a time.

**THE HONORARY MINISTER:** I am advised that on the 12th December last the Commissioner of Railways declared that

these lines had become unsafe to work traffic upon, unless a considerable amount of money were expended, and that he had decided to cease running trains over them. The public were advised of that intention, and little or no inconvenience has been caused. To give members some idea of the position, I desire to submit the following details:—The Kanowna line, 12 miles 37 chains in length, was constructed in 1896. In 1922 the Royal Commission inquiring into railways recommended that the line be pulled up and the material used elsewhere. The present Commissioner of Railways had submitted a similar recommendation on the 2nd April, 1921, but the then Cabinet did not approve of the recommendation. On the 13th May, 1922, the regular service was discontinued, pending the pulling up of the line. However, various public bodies on the goldfields made representations to the then Government to stay their hands in regard to this line, pointing out that Kanowna was likely to flourish again, and that probably several mines would be in operation at some later date.

Hon. E. H. Harris: Well, it is still only a matter of time.

The HONORARY MINISTER: I am glad to know the hon. member is so optimistic. Members were circularised and the then Commissioner of Railways heard many requests for replenishing the line. The Government allowed the line to remain, and the Railway Department ran trains when loads of traffic not less than 100 tons were offered. This decision was made in view of the developments in and around the Kanowna district at that time. Very few trains have been run, and maintenance up to 100 per cent., which is the policy of the Railway Department, has had to be abandoned. The sleepers have been in the track for many years and the whole mileage requires re-sleepering, which would cost approximately £8,000. The Commissioner of Railways is not prepared to allow trains to run on this line unless the re-sleepering is carried out. The capital cost of the line was £54,510, the interest on which is £2,300 per annum. During the last three complete years, the revenue earned amounted to £201, whilst the working expenses totalled £630. Inquiries made show that had the line been open during the past 12 months the most that could have been expected in revenue was £30, while the working expenses would have been in the vicinity of £200.

Hon. J. Cornell: The same argument applied to the Bullfinch line when it was suggested to pull that up.

The HONORARY MINISTER: I am advised that the sole commodity offering for transport over the line is sandalwood, and this only on rare occasions. With the advent of motor traffic, all the requirements of Kanowna have been transported by that method, and that even if the railway were in use, it would not be required for the carriage of supplies.

Hon. E. H. Harris: If the railway were in use, the pastoralists all around that district would send their wool over it.

The HONORARY MINISTER: It was suggested 12 months ago that this line be left open for a year in order to see what developments might take place.

Hon. J. Cornell: What about excursion trains to Perkolilli?

The HONORARY MINISTER: This has been done and up to date there have been no requests for transport; no traffic whatever has been offering during the past 12 months. As regards the other line mentioned in the Bill, the Kamballie-Lakeside, two miles three chains in length, and the Lakeside-White Hope, 23 miles 14 chains in length, the former section was opened in 1897 and the latter was purchased from the firewood company and opened to traffic on the 17th June, 1924. This line was purchased to ensure the mines on Hampton Plains being catered for in the way of supplies, and to enable low grade ores to be brought to Kalgoorlie for treatment. It was very necessary when the line was taken over, as the prospects then were very bright. Unfortunately all the mines have now closed down and there is no likelihood of any immediate revival. The line consists of various sections of rails and of sleepers, and is now absolutely unsafe for the running of traffic. To bring it up to standard for safe running would involve the re-laying of the whole section with new sleepers. The rails are useless for anything but sidings, while the sleepers are fit only for firewood. Since the taking over of the line, the loss has been more than £2,000. No Government would sanction a huge expenditure to put this line in order to the end that it might earn £30 or £40 per year on an expenditure of £500 per annum, apart from the interest bill.

Hon. J. J. Holmes: Can you tell us what was paid to the firewood company for this line?

The HONORARY MINISTER: Unfortunately I have not that information with me. Since the line has been closed, a request has been received to transport some low grade ore secured by prospectors, but in view of the low rate obtaining and the cost of putting the line in proper repair, the request could not be acceded to. The Commissioner is not prepared to allow trains to run over this line without the expenditure of thousands of pounds to bring it up to standard, which would be an absolute waste of money. No member desires to have railway lines removed, but members generally will agree when I say it would be a calamity—

Hon. H. Seddon: Why do you not include other railways that are not paying?

The HONORARY MINISTER: There is no necessity to do so at present. We are dealing with those about the non-utility of which we are convinced.

Hon. H. Seddon: What about the Sandstone railway?

The HONORARY MINISTER: I know nothing about it.

Hon. E. H. Harris: It does not pay for axle grease.

The HONORARY MINISTER: In regard to this Lakeside line, I with other members of the House do not desire to have railways removed if they are of any value at all to the community, but I think members will agree when I say that it would be nothing short of a calamity to involve the State in the expenditure of many thousands of pounds solely for the purpose of earning the little revenue that would be available if trains were run over these lines. It would also be equally disastrous to allow the rails to rot away for the sake of mere sentiment.

Hon. E. H. Harris: You have not included the Bunbury line. Are you retaining that for sentimental reasons?

The HONORARY MINISTER: It is imperative that economy should be practised and for that reason the Bill has been introduced. The rails that will be obtained from the Kanowna line will be used again, whilst those on the White Hope line may also be used again for sidings, or may be sold. I commend the Bill to the House and hope that it will be passed. I move—

That the Bill be now read a second time.

On motion by Hon. J. Cornell, debate adjourned.

*House adjourned at 5.3 p.m.*

## Legislative Assembly,

*Thursday, 27th September, 1928.*

	PAGE
Questions: Lepers, Broome hospital accommodation	970
Timber royalties, group settlements	970
Leave of absence	970
Bills: Feeding Stuffs, &c.	971
City of Perth Superannuation Fund, report	971
Dog Act Amendment, report	971
Industries Assistance Act Continuance, returned	1008
Land Agents, &c.	1008
Waterside Workers' Dispute	971
Annual Estimates: Financial Statement	971, 975

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

### QUESTION—LEPERS, BROOME HOSPITAL ACCOMMODATION.

Mr. COVERLEY asked the Minister representing the Chief Secretary: In view of the necessity for hospital accommodation for leper and suspected leper cases in the Broome district, will he consider the building of an isolation ward at the Broome hospital immediately?

The MINISTER FOR AGRICULTURE replied: It is not advisable to make provision for permanently retaining leper cases at Broome. Such cases are transferred to the lazaret at Cossack as early as possible after diagnosis.

### QUESTION—TIMBER ROYALTIES, GROUP SETTLEMENTS.

Mr. BARNARD asked the Premier: 1, Will he inform the House what amount of money has been collected in royalties from timber cut on group settlement locations between Busseton and Augusta? 2, To what purpose, or purposes, has such money been devoted?

The PREMIER replied: 1, The permits granted covered both Crown lands and lands under the Group Settlement Department. From these permits the amount of £68,647 16s. 4d. was collected in royalties. 2, Of that sum £44,076 8s. 2d. was credited to Forests Department revenue, and £24,571 8s. 2d. to group settlement expenditure.

### LEAVE OF ABSENCE.

On motion by Mr. Panton, leave of absence for two weeks granted to the member for Mt. Magnet (Mr. Troy) and the member for Collier (Mr. Wilson) on the ground of ill-health.