

rails in connection with this particular line, and the later information to be handed to *Hansard* would not be the information supplied to members. Was it not reasonable to ask that we should have the same information as had been afforded in connection with other railways, in order that we might exercise a check upon it. If the Government had agreed to give him this information now or on the following day the Bill would have gone through in a quarter of an hour.

The MINISTER FOR WORKS: The hon. member was incorrect in his statement that the map laid on the Table did not agree with the figures supplied. He (the Minister) had further consulted the map and found it was quite correct.

Clause put and passed.

Clause 4—Power to compulsorily purchase land within 15 miles of the railway:

Mr. JACOBY: Would the Government have power to compulsorily purchase the whole of a large block of land only a small portion of which was situated within 15 miles of the line?

The Minister for Works: No land can be compulsorily purchased which is not within a 15 miles radius of the line.

Mr. JACOBY: If that was the case it might considerably interfere with the intention of the clause. There might be a large block of land which would be greatly improved by the construction of this line, if thrown open for selection generally, but the Government might be able to purchase only a portion of it. He asked the Minister to take into consideration the advisability of amending the clause to give the Government power to purchase the whole of such land.

The Minister for Works: There are no large estates near this line.

Clause put and passed.

Clauses 5, 6, 7—agreed to.

Schedule, Title—agreed to.

Bill reported without amendment.

The MINISTER FOR WORKS moved—

*That the report be adopted.*

Mr. HOLMAN: The Bill would require further amendment, because in the marginal note to Clause 4 it gave the Governor power to compulsorily purchase

land "within — miles of a railway." With such a permission the Government might construct a line to Cape Leeuwin.

Mr. Jacoby: The marginal note is not part of the Bill.

The Attorney General: It will be put right.

Mr. SPEAKER: The clause, not the marginal note, was read by the Chairman of Committees. The marginal note is not part of the Bill.

Question put and passed: the report adopted.

Bill read a third time and transmitted to the Legislative Council.

*House adjourned at 11.35 p.m.*

## Legislative Council,

*Wednesday, 25th January, 1911.*

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

## STANDING ORDERS SUSPENSION.

The COLONIAL SECRETARY (Hon. J. D. Connolly) moved—

*That the Standing Orders relating to Public Bills and the consideration of Messages from the Legislative Assembly be suspended during the remainder of the session so far as is necessary to enable Bills to pass through all their stages in one sitting and to enable Mes-*

*sages to be taken into immediate consideration.*

The object of the motion was to enable the House to deal more speedily with the Bills at the end of the session. It was not to deal with any Bill that had not reached almost its final stages and hurry it through, but it would save a good deal of time in dealing particularly with messages and amendments to Bills. It was the usual motion moved at the end of the session.

Hon. T. F. O. BRIMAGE: This motion was one members were getting used to as the business of the session was rushed through at the last moment, but there was a good deal of business on the Notice Paper, and some of the measures were important and should be discussed. However, he trusted the Colonial Secretary would give members some time for the consideration of the Estimates.

Hon. M. L. MOSS: While not opposing the motion he hoped the Colonial Secretary would not expect him to consent to the Roads Bill being put through all its stages when Standing Orders were suspended.

The Colonial Secretary: Who proposed such a thing?

Hon. M. L. MOSS: The Bill should not come to the House when for the purpose of expediting business it was necessary to suspend Standing Orders. When the discussion on the Bill occupied only about 20 minutes in another place what consideration was given to it there to expect us to put it on the statute-book practically at the point of the bayonet? There would be a good deal of obstruction on the part of hon. members when the Bill was considered if that was proposed. Much of the non-debatable matter on the Notice Paper could be put through with the idea of bringing the session to a conclusion, but the Roads Bill should not be on the Notice Paper when the end of the session was within such measurable distance.

The COLONIAL SECRETARY (in reply): As already mentioned, before the hon. member entered the Chamber, it was not intended to deal with a Bill like the Roads Bill at one sitting. It was only that when Bills reached certain stages in

both Houses there were many messages, and it would facilitate business to suspend Standing Orders to deal with messages. In regard to the Roads Bill it was not intended to take any undue advantage of the motion. Members could take as long as they liked over the Bill. There was no need to prorogue at any particular time.

Question put and passed.

#### BILL—PERTH MUNICIPAL ROADS DEDICATION.

Introduced by the COLONIAL SECRETARY and read a first time.

#### BILL—SUPPLY, £377,000.

Read a third time and *passed*.

#### BILL—FREMANTLE HARBOUR TRUST ACT AMENDMENT.

##### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This is a small Bill to amend the Fremantle Harbour Trust Act of 1902. Since the Bill was passed we have already had one amendment, namely, in 1906. Although a small amendment, this is of very great importance to the shipping at Fremantle. Clause 3, and the first part of Clause 4, deal with the power of the commissioners in respect to the removal of certain goods. During last season a quantity of wheat was stored in the Fremantle wharf sheds and became weevily to such an extent that it was found necessary to remove it. However, when the question came to be considered, it was discovered the commissioners had no power under the present Act to order the removal of the wheat or of any other goods, notwithstanding that they were likely to cause damage to the remaining contents of the shed. As a matter of fact, the commissioners could have removed it, but it would have been at their own expense. Clearly it is desirable that any perishable goods affected by weevils or other parasites should be at once removed if they are en-

dangerous other goods stored in the sheds. In order to give the commissioners this desired power it is necessary to bring in this amendment as contained in Clause 3, and the first part of Clause 4. It is all the more important that the amendment should be brought in at the present time, because the Government have erected large wheat sheds, with up-to-date handling appliances, on the north side of the harbour, and these have not as yet been used to any great extent and, therefore, are perfectly clean. Consequently it is of the utmost importance that weevil wheat should be prevented from entering those sheds. Clean wheat will come in later on, and if weevil wheat were allowed to be stored there it would result in the contamination of the clean article and this, of course, would be harmful to our export trade. The latter part of Clause 4 is in respect to the responsibility of accepting cargo landed from the ships at night time. Owing to the inter-State bill of lading there is very little redress for merchants from the shipping companies. Whilst it is sufficiently difficult for the Harbour Trust to tally cargo in daytime it becomes much more difficult when the ship discharges at night. Cargoes are frequently discharged in stormy or wet weather, and in those circumstances it is almost impossible to tally the cargo when unloaded at night. So difficult is it, indeed, that the officers of the Harbour Trust have refused to accept cargo discharged from the ship during the night. In order to facilitate the sailing of these ships requests are frequently made that they be allowed to discharge at night, and if the Harbour Trust are going to take any responsibility for this cargo they should be allowed to impose an additional fee on the goods unloaded during the night. This subclause at the end of Clause 4 provides for the imposing of those additional charges. It is proposed to put the fees so received into a fund to provide against claims which may be made for the loss of any goods short tallied, or of any goods damaged; because the risk is infinitely greater in accepting cargo at night time. Those are the two principal amendments. Another small amendment is contained in Clause 2, which gives the

commissioners power to appoint and dismiss special constables who, within the limit of the harbour shall exercise the powers of duly appointed police officers, provided that such special constables shall not be members of a police force, and shall be under the direction and control of the Harbour Trust. It is necessary to keep a detective constantly employed in seeing that no pilfering goes on, and that no cargo is broached, and in order to render that officer's work properly effective it is essential that he should have the full power of a police constable; that is to say, when he catches anybody broaching cargo and that person refuses to give his name the officer should have the power to arrest the offender. This provision passed this House on a previous occasion in an amendment of the Police Act, but through the lateness of the session the Bill was not passed in another place, and consequently the provision did not become law. I move—

*That the Bill be now read a second time.*

Hon. R. LAURIE (West): I have no opposition to offer to the second reading of the Bill. I am in agreement with the leader of the House in respect to the wharf detectives having the power of police constables; because under existing circumstances if the detective discovers anybody stealing, the only thing for the officer to do is to follow his man up and give him in charge of a policeman. I always understood there was some opposition from the Commissioner of Police in respect to this matter but, apparently, that difficulty has been overcome. In regard to the weevil wheat in the sheds, all the regulations the Colonial Secretary may make will not prevent such wheat entering the sheds, although they may help to remove it after it is there.

The Colonial Secretary: If it can be detected before passing into the shed it can be prevented from going in.

Hon. R. LAURIE: But this is specially to provide for its removal after it is there. I venture to say even the officers of the Harbour Trust will not be able to detect weevil wheat in every case. I remember on the occasion the Colonial Secretary referred to, the weevils were so bad in the

shed that they were blowing right across the wharves. Once the weevils are in the shed it is difficult to get them out. I want to refer to the last paragraph of Clause 4, giving the commissioners power to charge extra fees for cargo unloaded after dark. It has only come within the knowledge of the shipping people to-day that the Government intend to give the commissioners this power, and I was approached with the view to securing the adjournment in order that the people interested might consult the commissioners with a view to learning their intentions. It may be said that the shipping people are always looking after their own interests; but the answer to that is that in looking after their own interests they are looking after the interests of the shippers as well, because if an extra fee be imposed on the shipping it will, of course, be added to the freight, and may even prove profitable to the shipping companies. To take an illustration: at the Fremantle wharves every week several ships work from Thursday to Saturday, putting in many hours of overtime. If these fees be imposed on this overtime work every ship-owner will get to know of it, and freights will go up to that extent, although a cargo in respect to which this extra freight has been paid may not be worked after dark at all. I ask the Colonial Secretary that when in Committee he will allow me to secure the adjournment on this clause in order that the people interested may have an opportunity of seeing the commissioners and fully understanding their intention. The Colonial Secretary says these fees are to be put into a fund in order to cover insurance for any loss. It has been said that so far as the Harbour Trust is concerned they have very few claims to pay. It might even be that £60 per annum would cover the lot, and, considering the hundreds of thousands of tons of cargo handled during the year, this is not much. Personally, I think that even with the fund provided the claims will not be any greater. I know that at the present time, of course, there is simply a record made of the cargo taken into the sheds, and this is given to the person taking it in. Shipping companies have to deliver

and if a shipping company does not get a clean receipt from the Harbour Trust there must be a claim; that is the position at the present time. If they clear at night and do not get a clean receipt they will have to pay all the same. There is one question as to the stopping of overtime that may not have occurred to the Minister. Steamers arriving here on Thursday with a considerable quantity of produce have to get away on Saturday. If they stop working overtime that means a considerable rise in freights, for if a steamer is kept over Saturday the greater part of the produce does not get to the market and anything that is done to prevent the produce getting to the market will increase the charges. There is another view. If anything is done to prevent overtime at Fremantle it will mean that vessels will be longer here and the Government will have to increase the accommodation. I intend to leave the matter until the deputation has waited on the commissioners. I want an assurance that the Colonial Secretary will allow the Bill to stand over until those persons interested have had an opportunity of interviewing the commissioners. I support the second reading, reserving to myself the right to amend the clause that I have referred to, if necessary.

Question put and passed.

Bill read a second time.

## BILL—DISTRICT FIRE BRIGADES ACT AMENDMENT.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This is a small but very necessary amendment to an Act that was passed by Parliament last session. In the District Fire Brigades Act of 1909 members will remember it is provided that the board is kept up by contributions from three parties, three-eighths from the insurance companies, three-eighths from the local bodies, and two-eighths from the Government. Representatives are elected from the local bodies, while those from the insurance companies and the Government are nominated. By Section 43 of the

Act it is provided that the Governor can exempt a certain portion of a roads board. Take a case in point, the Perth roads board embraces the district of Wanneroo and the contributions are based on the annual value of the properties in the roads board. While protection from fire is very necessary at Mount Lawley it would not be necessary for all the open country around Wanneroo, therefore it is considered unfair that the people at Wanneroo should pay on their valuations. Provision was made in Section 43 that the Governor-in-Council had power to exempt a portion of a roads board and thereby allow the portion that is populated only to pay, that is to say if the rate on the whole area came to £100 and nine-tenths should be exempt the rate would only be struck on the one-tenth, that is to say, on £10 instead of £100. There are only certain roads boards that have been taken in and they are suburban roads boards.

Hon. J. F. Cullen: What rule have you adopted as to which shall come in and which shall not.

The COLONIAL SECRETARY: It is proclaimed by the Governor-in-Council; while you might take in the Claremont roads board you would not take in the Wyndham roads board. Wherever there is a township or settlement you first proclaim the roads board to come within the jurisdiction and then restrict the boundary.

Hon. M. L. MOSS: Are you going to take power to cut certain areas out of municipalities, and does that mean that you will increase the amount of the contribution of the rest of the municipalities?

The COLONIAL SECRETARY: Yes, it will.

Hon. M. L. Moss: That is pretty rough then.

The COLONIAL SECRETARY: Yes it is, and yet it is not. That is so far as it relates to a roads board. As far as municipalities are concerned when the Bill was passed all were considered to be towns. Power was given to the Minister or the Governor-in-Council to exempt a municipality, not wholly but in part. It is a very serious matter to exempt the whole of a municipality but that was done

in one or two instances. Broad Arrow, Paddington, Roebourne, and Cossack were allowed to give up their position as municipalities and go back into roads boards. The purpose of the Bill is to apply the same provision to municipalities as is applicable in Section 43 to roads boards. While it is not intended to apply this provision to a great number of municipalities there are some in which the contributions are pressing very heavily.

Hon. M. L. Moss: This will make it press more heavily.

The COLONIAL SECRETARY: Take the Claremont municipality, they are asked to-day to contribute £248 to the Fire Brigades Board, Leederville is asked to contribute £200, North Perth £230, Midland Junction £175, Victoria Park £181, and Queen's Park £87. Take the case of Queen's Park, that consists of about three-fourths of vacant land, the other one-fourth is comprised in settlement at Canning and at Woodlupine and it is extremely unfair that they should pay on the whole of their area. Victoria Park is another instance, two-thirds of the area consists of vacant land and the same might be said of North Perth. One or two of the municipalities should receive exemption. These municipalities have approached me from time to time and asked for exemption, but it would be going too far and I do not think the Government would be justified in exempting Victoria Park from the operations of the Fire Brigades Act, it is too important a centre, and there is every justification for the amendment to enable suffering municipalities to receive exemption. The other municipalities I have mentioned I shall bring again under the Act and exempt them in the same way. Mr. Moss points out that by exempting certain portions of a municipality, and these exemptions are not likely to extend beyond three or four, the difference of the contributions will be something like £300 or £400, but the total amount is £26,000 or £27,000 and that is spread over a large number of municipalities. These are the reasons that have prompted me in introducing an amendment to the Fire Brigades Act and I hope they will appeal to the members of the House.

Hon. J. F. Cullen: Do you now assess for roads boards in part and for municipalities also?

The COLONIAL SECRETARY: No, it does not make any difference to roads boards at all. It allows the Governor-in-Council to apply the same provisions to municipalities as to roads boards and very few municipalities would have the provision applied to them. At the outside it would not exceed four.

Hon. M. L. MOSS (West): There can be no doubt from the speech we have just listened to that it will be competent for the Governor-in-Council to exempt from the operations of the District Fire Brigades Act portions of a municipality.

The Colonial Secretary: He could exempt the whole of a municipality.

Hon. M. L. MOSS: If the Bill is passed it will enable a portion of a municipality to be exempt if such an Order-in-Council is made, and I need hardly draw the attention of the House to the fact that these regulations can only be disallowed on a resolution by both Houses of Parliament. I have previously drawn the distinction between our Act and the Federal Act, which allows one House to disallow a regulation. Let us apply this Bill to Fremantle, and what will affect Fremantle will affect other places. We may have large tracts of unimproved land in the vicinity of a town like Fremantle and it might be contended, perhaps not to this Government but to some future Government, that a portion of Fremantle should be exempt from the operations of the fire brigades legislation, so that all this unimproved area would be left out, the result being that all those people who improve their property will have to carry the obligations resting on the municipality both for vacant and for unimproved land, and the result will be to increase the contribution, which the municipality will have to find, to these people. It is a small Bill, but it strikes me as a very important one indeed. The Minister should give us an assurance that he will consent to another clause being inserted that any regulations shall be subject to the review of one House of Parliament.

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The Colonial Secretary: This is not a regulation, but an Order-in-Council.

Hon. M. L. MOSS: That is only quibbling with words. At any rate, a regulation or an Order-in-Council should become revoked by the disallowance by resolution of one House, and I want the Minister to promise that the Bill will not be taken into Committee at once. I think the Bill is sufficiently far reaching that it will repay every hon. member, whatever province he may represent, to give it some consideration. I am one of those who believe that it is necessary to keep fire brigades going, but that the burden should be fairly borne by the whole of the people in the community, and that it should not be in the power of any Government to inflict an injustice. This Government, of course, will not always be in power. The Minister admits if this were utilised to any extent the effect would be to increase the burden upon the municipalities that are left in. Not only will it do that, but it will unduly saddle responsibility upon improved properties in a municipality, if large tracts are exempted, and the other properties have to bear the burden. Personally, I want a little time to consider how far this measure will take us.

Hon. J. F. CULLEN (South-East): I think Mr. Moss overlooks the fact that the moneys the fire brigades receive are lump sums from each road board and municipality; they are not levied on each allotment. It is the municipality and the road board which are assessed, and therefore if, by an Order-in-Council, the contribution of any particular municipality or road board is reduced by the amount that would be represented by the outlying parts of the area. There could only be a very indirect suffering on the part of that municipality from its possibility of it later on getting a fresh assessment. For the time being, however, it is relieved.

Hon. M. L. MOSS: Another assessment would be made later.

Hon. J. F. CULLEN: Perhaps in 20 years.

Hon. M. L. MOSS: Next year.

Hon. J. F. CULLEN: The Order-in-Council will relieve the local authority and it seems a legitimate and rational pro-

posal. Another point I am concerned about is on what basis it is proposed to make the levy. Will it be purely on the Minister's own knowledge?

The Colonial Secretary: The Fire Brigades Board will recommend.

Hon. J. F. CULLEN: Of course we know that the representation of road boards on the Fire Brigades Board is a mere form, the road boards are far away and they have no representation. How do the Fire Brigades Board know the conditions of a country road board? It is quite right that some of these boards should be exempt. I should assume it would be necessary to have some basis on which the country local authorities should confer with the Fire Brigades Board and come to a mutual arrangement as to a fire brigade being established. I only want to know whether there is any security for this exemption going on until the mutual arrangement has been made between the local district and the Fire Brigades Board as to the establishment of a brigade and the paying of levies.

Hon. J. W. LANGSFORD (Metropolitan-Suburban): I have much pleasure in supporting the second reading of this measure. I have taken part in several deputations to the Colonial Secretary with regard to the way in which the expense connected with the District Fire Brigades Act is being borne by the municipalities. This measure is in fulfilment of a partial promise which the Colonial Secretary made to the deputation. The main point of the Bill is to exempt from taxation those parts of a municipality which cannot possibly derive any benefit from the establishment of a fire brigade. There are many municipalities around Perth where even if they have no water supply they are certainly far away from fire brigade stations. In these places there are no roads made and this measure proposes to exempt those parts from taxation. I do not quite agree with the reading which Mr. Moss places on the measure.

Hon. M. L. MOSS: I have not yet had the opportunity of studying it; I do not say that I am right.

Hon. J. W. LANGSFORD: I take it that the contributions to the Fire Brigades

Board will be diminished in proportion as the advantages are diminished.

Hon. M. L. MOSS: If you take away two or three municipalities the other municipalities must carry the burden.

Hon. J. W. LANGSFORD: I think not in these circumstances. The amount the Fire Brigade Board can obtain is I think finally determined by the Minister administering this Act. They make an estimate and it is referred to the Minister in charge of the department and he determines whether that estimate is a reasonable one. I know from my own knowledge that the Fire Brigades Board's estimate of last year's expenditure was cut down by some £8,000 or £10,000. I can only hope that the Colonial Secretary will continue his good work in that direction, always providing of course that efficiency is maintained.

Hon. M. L. MOSS: As you take out three or four municipalities so you increase the burden on those you leave in.

Hon. J. W. LANGSFORD: I think the amount at the outset would not be commensurate with the relief afforded to the struggling municipalities.

Hon. D. G. GAWLER (Metropolitan-Suburban): Personally I do not think that the Bill has gone far enough; I should like to have seen the present Act repealed altogether. It seems to me that the public have not got that benefit out of it which they at one time thought would be the case. The insurance companies have had their risks considerably reduced and as far as one can gather they have not reduced their rates; if anything they have increased them. There is a matter affecting the district that I am interested in and that is that an account was sent in by the Fire Brigades Board to the road board 14 days after the latter had struck their rates, and they had no means of getting in any money with which to pay. I will say that the amount sent in was subsequently reduced after consideration by the Fire Brigades Board, but again it seems to me that the service is an extravagant one, and it does not appear to be absolutely as it should be. For instance, I am again in the unfortunate position, not only in my district of having to pay this

rate, but I have been applied to by the firemen to assist in purchasing their uniforms. One would have thought that out of the large amount the road board had to pay that at least it would have been possible to have bought uniforms for the firemen. With regard to the district of Victoria Park, I think that it has every claim to consideration in the matter. They have a very large unoccupied portion of their district which cannot be served, and yet all that district is rated. I gathered from the deputation that I attended the other day to the Colonial Secretary that they have in their district an engine, firemen and uniforms, but they have no water. This, amongst other things, shows that we were better off as we were before. I am glad to say that the opportunity has been taken to amend Subsection 2 of Section 43 by inserting the words "local authority" instead of "municipalities." As I have already stated, I would have liked to see this Bill go further and repeal the whole Act.

Hon. Sir E. H. WITTENOOM (North): I would like to ask the Colonial Secretary the question, if this Act is passed whether it is intended to relieve those persons who have not improved their holdings, at the expense of those who have done so in the municipalities?

The Colonial Secretary: No.

Hon. Sir E. H. WITTENOOM: I was going to say that that would create a dangerous precedent. I know of a lot of properties which are rated and assessed in connection with the goldfields water scheme and from which the people do not get any benefit. If these people are exempted who do not improve their holdings, there might be a reasonable request made by those who are taxed.

Hon. S. STUBBS (Metropolitan-Suburban): I intend to support the second reading of the Bill. I understand that the expenditure in connection with the newly formed Fire Brigades Board under the existing Act is something between £20,000 and £30,000 a year.

The Colonial Secretary: £26,000 a year for the whole State.

Hon. S. STUBBS: It seems to me an extraordinarily large sum of money.

The Colonial Secretary: It used to cost between £8,000 and £10,000 per annum in Perth only.

Hon. S. STUBBS: A number of districts have been called upon to contribute towards the Fire Brigades Board but if each district had a water supply it would not be such a large sum. As Mr. Gawler has pointed out, many of the districts have no water; what is the use therefore of sending an engine and a number of helmets to a district where there is no water? The position resembles one of Gilbert & Sullivan's operas. In the metropolitan-suburban area a number of the municipalities and road boards have been called upon to contribute and the burden has proved a very heavy one; therefore I welcome the amendment and I hope it will receive the approval of the House.

Hon. A. G. JENKINS (Metropolitan): I have much pleasure in supporting the second reading. Knowing something of the work which has had to be done by the Fire Brigades Board, I can say that honourable members have no idea of the amount of expense which the board have had to meet by reason of the neglect of the authorities, who formerly had the Fire Brigades under their control, to keep them up to a proper standard. In nearly every fire brigade throughout the State new hose had to be supplied; hardly one foot of hose outside the metropolitan station would have been serviceable if a fire had broken out. The hon. Mr. Stubbs stated that it was rather like a Gilbert & Sullivan opera to have engines and helmets supplied to places where there was no water, but surely it was more ridiculous to have water and no hose with which to carry it.

Hon. J. F. Cullen: Whose fault was that?

Hon. A. G. JENKINS: That was the fault of those who controlled the fire brigades. I do not think that the insurance companies reap all the benefit out of this expenditure, as has been stated. It is to everybody's advantage that we should be protected from fire especially in large country towns, and although the estimate was heavy last year and will be heavy again next year, it will gradually decrease to a lesser amount.



Hon. J. F. Cullen: To half the amount?

Hon. A. G. JENKINS: No, not quite half the amount. The expenditure must be large next year, because there is still a great amount of work to be done, but there should be a considerable decrease.

Question put and passed.

Bill read a second time.

#### BILL—NARALING-YUNA RAILWAY.

Received from the Legislative Assembly and read a first time.

#### BILL—ABORIGINES ACT AMENDMENT.

Returned from the Legislative Assembly with amendments.

#### BILL—HEALTH.

*In Committee.*

Resumed from the previous day; Hon. W. Kingsmill in the Chair.

The CHAIRMAN: Progress was reported on Clause 252.

Clause 252—agreed to.

Clause 253—The Midwives' Registration Board:

The COLONIAL SECRETARY moved an amendment—

*That in line 2 the word "midwives" be struck out and the word "nurses" be inserted in lieu.*

He moved this amendment because further amendments to be moved later provided for the registration of general nurses.

Hon. A. G. JENKINS: The amendment was very far-reaching and it was to be hoped that the Committee would not agree to it. The Bill when originally introduced in another place had provided for a nurses' registration board. Another place had struck out that provision and said that the proper way to deal with the nurses was to have a separate Bill, a separate board, and separate regulations, and to keep them apart from the midwifery nurses, because it was recognised that they were two distinct classes of nurses. In New South Wales a Bill was on the stocks to deal with the nurses and to give them representation on the board. The object

of members should be to keep up the standard of nursing as high as possible, but the amendments proposed to the Bill would tend to lower the standard of nursing. Another place having fully considered this matter and provided that the provision for the registration of general nurses should be struck out, what was the use of inserting it again? The Committee would be wise to keep general nurses out of the Bill.

Hon. S. STUBBS: If the committee would consider what the amendment meant, they would vote against it, because it would have the effect of lowering the standard of nursing.

The Colonial Secretary: There is no standard at all at the present time.

Hon. S. STUBBS: If this amendment and others which the Colonial Secretary intended to move were carried they undoubtedly would have the effect of lowering the status of nurses.

The COLONIAL SECRETARY: There was nothing in the Bill or the amendments to justify the statements of the last two speakers that he had a desire to lower the standard of nursing. At the present time any woman, who, perhaps, had never been inside a hospital, could advertise and practise as a trained nurse, and nothing could be done to stop her; and yet, because he proposed to insert in the Bill a provision that a nurse should not practice midwifery unless she had undergone a certain period of training, he was accused of attempting to reduce the standard of nursing. The arguments of Mr. Jenkins that because another place had made an amendment, the Committee should not alter it was novel, and the answer to that argument was that the Council on two occasions had passed this amendment which was now before the Committee. There was no Act in force in any State for the registration of nurses. He knew that the nurses desired that there should be a registration board, and that anybody should be prohibited from practising as a nurse, without having had a certain period of training. That would be a quite unworkable state of affairs to which he could not agree. If a person in the country, where there were no trained nurses available, became ill and

called in somebody to look after him, the person called in would be liable to be prosecuted. As Minister, it was his duty to look after the many, and not the few. His object in seeking to strike out the word "midwives" and insert "nurses" was in view of other amendments he had on the Notice Paper providing for the registration of general nurses. These amendments would provide that no registration of general nurses should be allowed unless they had at least three years' training. The associations might fix their period of training at a higher rate, but if the amendment were passed no association could fix the period of training at a lower rate than three years. No doubt there was great need in the country for qualified midwives, but, while it was essential to provide a period of training for midwives, he would do nothing towards making the lot of the poorer people harder. There were not enough midwives to go round. Some women practised midwifery to-day who had no more right to do so than men. The period of training in England for midwifery nurses was six months in an institution with 12 beds. He proposed that the period of 12 months provided in the Bill should be limited to six months. It was made an offence to practice midwifery without a certificate, unless in certain prescribed exceptions. Therefore, if the amendment he proposed were not passed, it would be an offence to practice midwifery without 12 months' training. The only object of putting these provisions in the Health Bill was to ensure better service to the people. The great essential in the training of midwives was cleanliness; it meant nine-tenths of the training.

Hon. R. LAURIE: There was no need for the amendment to strike out "midwives" and insert "nurses." It was not necessary, and would not affect the Minister's ideas in regard to midwives, or the qualifications of midwives. Probably cleanliness was 99 parts out of 100 in the training of midwives, but that had nothing to do with the registration of nurses. We should not attempt to alter the Bill. If we were to have properly trained nurses, no doubt the amendments proposed by the Colonial Secretary would meet the case,

but that had nothing to do with the midwifery part of the Bill. No doubt the Colonial Secretary was living in an atmosphere of professionalism, and became so imbued with the ideas of his departmental offices that his mind was warped and led him to do things that in his cool and calm moments he would not do. It was far better to bring down a Bill later on to deal with the nurses' question by itself. Certainly any nurse could practice at present, but she must take the consequences. He would be a poor medical man who would put an incompetent nurse in charge of a case.

Hon. C. SOMMERS: The amendment should not be carried. There should be a separate Bill dealing with nurses. Seeing the feeling of members, the Colonial Secretary might withdraw the amendment.

Hon. J. M. DREW: There was no standard of nursing, and the Government sought to establish one by making a minimum which did not prohibit anyone holding higher qualifications. All members approved of a high standard of nursing, but there were many poor people who could not afford to pay for a high standard. As the Colonial Secretary proposed merely to insert a minimum standard, all sections of the community would be able to secure nurses with training ranging in accordance with their ability to pay.

Hon. Sir E. H. WITTENOOM: As the matter seemed likely to go to a division, and as he was ignorant on the subject, he intended to support the Government, because he thought that the Minister had better opportunities of getting information than any other person. The Minister had expert opinion at his hand, arrived at from long experience and high education. There was no doubt a tendency for one to perhaps get warped in a particular direction by always being surrounded by certain opinions, but the Minister had such expert advice at his hand that we could hardly do better than follow him.

Hon. A. G. JENKINS: The expert advice the Minister secured was from the head of the Medical Department, but there were other gentlemen in the medical profession just as competent as the head of the Medical Department, and they were

entirely opposed to his opinions. Why should the House be dictated to by the head of the Medical Department? The Minister, of course, had to be guided by the medical head of the department. The Colonial Secretary had said that he (Mr. Jenkins) had accused him of seeking to lower the standard of nursing. One thing certain was that the standard of nursing could not be kept too high, and if the Colonial Secretary was accepting the responsibility of the amendment then it would seem that he really was seeking to reduce that standard. The conditions in England were entirely different from those obtaining here. In England a nurse went into a maternity hospital, where she saw cases every day. Theoretical lectures were all right, but what was required was actual practice, more especially in regard to midwifery. Deputation after deputation had waited upon the Colonial Secretary upon this very subject, and the arguments adduced by the deputationists were unanswerable.

Hon. C. SOMMERS: As a result of conversations with a number of medical men he could say the feeling generally was that the Bill was a good one and would meet the case. Surely, then, it was inadvisable to bring in a clause of this description. The nurses ought to be dealt with under a separate Bill.

The COLONIAL SECRETARY: It had been said that the amendment would lower the standard of nursing. As a matter of fact there was no standard at all.

Hon. A. G. Jenkins: We know the standard of the trained nurses, at any rate.

The COLONIAL SECRETARY: That was the standard comprised in the Bill. Boiled down it amounted to this: The nurses did not object to registration. What they objected to was being put into a Bill with midwives. They wanted a Bill to themselves. Nurses had been excellently trained in the Perth Public Hospital and certificates granted to them. The Bill provided that a certificate should be granted only after at least three years' training in an approved institution, and on approval by the Board. Yet he was said to be seeking to lower the standard of nursing. At the

present time there was no standard, but the Bill prescribed that no nurse could advertise herself as a trained nurse unless she had had three years training in an approved institution. The object he had in view was that the certificates should be issued under an Act of Parliament. As to the deputations referred to, the deputationists had said that if they were given representation on the board they would be satisfied. As a matter of fact they were to have two-fifths of that representation, and having gone thus far they wanted a fresh Bill altogether. What the nurses desired was that there should be three years general training, after which those who could afford it would be free to go away for twelve months and get a midwifery certificate. He was convinced that a woman could train for midwifery just as well without the general training.

Hon. R. LAURIE: In reply to the Colonial Secretary's concluding remarks he would retort that the Colonial Secretary need not concern himself about the so-called desire of the nurses. With all due respect to the Minister he had come to the conclusion that the being present at 12 cases was not sufficient as a training for any midwife.

Amendment put and division taken with the following result:—

Ayes	..	..	..	12
Noes	..	..	..	9
Majority for				3

#### AYES.

Hon. E. M. Clarke	Hon. B. C. O'Brien
Hon. J. D. Connolly	Hon. W. Patrick
Hon. J. M. Drew	Hon. T. H. Wilding
Hon. W. Marwick	Sir E. H. Wittenoom
Hon. C. McKenzie	Hon. C. A. Plesse
Hon. R. D. McKenzie	(Teller).
Hon. E. McLarty	

#### NOES.

Hon. T. F. O. Brimage	Hon. R. Laurie
Hon. J. F. Cullen	Hon. M. L. Moss
Hon. D. G. Gawler	Hon. C. Sommers
Hon. V. Hamersley	Hon. S. Stubbs
Hon. A. G. Jenkins	(Teller).

Amendment thus passed.

On motion by the COLONIAL SECRETARY Clause 4 consequentially amended by the striking out of "midwives" and the insertion of "nurses" in lieu.

*Sitting suspended from 6.15 to 7.30 p.m.*

Hon. J. F. CULLEN: The interpretation clause would have to be amended to enable a definition of "matron" to be inserted, and he suggested as the definition, "a nurse in charge of a public hospital."

Hon. M. L. Moss: There must be some definition.

The Colonial Secretary: It would be better to have a definition, perhaps.

Hon. J. F. Cullen: It was absolutely necessary.

The COLONIAL SECRETARY: Not absolutely necessary, because matron was a well-known term. He would note the objection and see what should be done.

Clause, as amended, agreed to.

Clause 254—Registration of midwives:

The COLONIAL SECRETARY moved an amendment—

*That in subclause 1 the words "hold a license for" be struck out, and "keep, control or manage" be inserted in lieu.*

This was simply an alteration of the wording of the clause.

Amendment passed.

The COLONIAL SECRETARY moved a further amendment—

*That in line 15 of Subclause 2 all the words after "which" be struck out, and "no legally qualified medical practitioner shall be able and willing to attend, and no registered midwife is available" be inserted in lieu.*

Hon. C. A. PIESSE: To those persons living outside the five-mile radius the Bill would be a dead letter. People in scattered districts would not get any benefit from this provision. Qualified nurses would not go into country places outside townships, and those who had any influence with the nurses' association should endeavour to get nurses sent out into districts beyond large towns.

The COLONIAL SECRETARY: The proviso was inserted to benefit the people the hon. member sought to serve. It was hoped when we had a greater number of midwifery nurses the position would be altered.

Hon. C. A. PIESSE: The proviso contained the words, "a legally qualified medical practitioner shall be unable or un-

willing." He did not think any medical man in the country would be unwilling to attend a case. These words were an insult to the medical profession.

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

Clauses 255, 256—agreed to.

Clause 257—Regulations for examination of midwifery nurses:

The COLONIAL SECRETARY moved an amendment—

*That in line 2 of Subclause 1 the word "midwives" be struck out and "nurses" inserted in lieu.*

Amendment passed.

The COLONIAL SECRETARY moved a further amendment—

*That in line 3 of Subclause 2 the word "twelve" be struck out and "six" inserted in lieu.*

Six months was the maximum term that a nurse had to serve in England.

Amendment passed.

The COLONIAL SECRETARY moved a further amendment—

*That in line 3 of Subclause 2 the words "an approved" be struck out and "a prescribed" inserted in lieu.*

Amendment passed; the clause, as amended, agreed to.

Clause 258—Qualification of midwifery nurses:

On motion by the COLONIAL SECRETARY the clause was consequentially amended by striking out "midwives" in line 12 and inserting "nurses" in lieu.

Hon. J. F. CULLEN: There was a provision in the clause that if a notification addressed and posted to any nurse at her last registered address remained undelivered for a period of one month that nurse should be liable to have her name erased from the register. Nurses were often away in the back-blocks for more than a month. The period might be made two months. He moved a further amendment—

*That in line 11 the words "one month" be struck out and "two months" inserted.*

Amendment passed; the clause as amended agreed to.

Clause 259—Publication of register:

On motion by the COLONIAL SECRETARY the clause was consequentially amended by striking out the word "midwives" in line 2 and inserting "nurses" in lieu, and the clause as amended was agreed to.

Clause 260—Removal from register:

On motion by the COLONIAL SECRETARY the clause was amended by adding the words "shall be convicted of a crime or misdemeanour or" after the word "nurse" in line 1.

The CHAIRMAN: The consequential amendments in this and the other clauses would be made by the Clerk.

Clause as amended agreed to.

Clauses 261 to 263—agreed to.

Clause 264—Reports to be furnished:

Hon. J. F. CULLEN: Subclause 2 provided that a report should state the name and address of the mother and should be furnished to the medical officer of Perth within 48 hours of the event. In many cases the births took place in localities which were seven days' journey from the nearest medical officer, and the Colonial Secretary should look into the matter and endeavour to extend the period of 48 hours to seven days.

The Colonial Secretary: If the case was attended to by other than a registered midwife it would not apply.

Hon. J. F. Cullen: The period should be at least a week.

The Colonial Secretary: It might be made 96 hours.

Hon. C. A. PIESSE: It would be wise to amend the clause so as to make it compulsory for these midwifery nurses as well as midwives to furnish reports. The object would be to ascertain what was being done.

Hon. M. L. MOSS: It might be advisable to postpone the clause so as to put it on a somewhat better basis. The points raised by Mr. Piesse and Mr. Cullen were both good. It was possible that malpractice might take place equally with an unregistered as with a registered nurse. The framer of the clause had the Perth district in his mind's eye all the time, and there should be some provision to meet cases in the country, particularly those which were any distance away. The

ordinary midwives, whether registered or not, should be compelled to report.

Hon. W. PATRICK: The main object of the clause was to bring before the authorities as quickly as possible cases of malpractice, as well as to prevent that sort of thing. He did not see how it would be possible to bring that about if the period were extended to seven days. Cases of that kind should be brought forward promptly. At the same time there were parts of the country which were so distant that 48 hours would not be of much use, yet in the great majority of cases in the bigger towns this period would apply.

Hon. C. A. PIESSE: There was not the slightest doubt about it that if these women had to report the cases they would be much more careful.

The COLONIAL SECRETARY: There would be no objection to postponing the clause. He moved—

*That the further consideration of the clause be postponed.*

Motion passed, clause postponed.

Clause 265—Examination of school children:

On motion by the COLONIAL SECRETARY the clause was amended by striking out the words "local board of the district" in line 2 of Subclause 2, and inserting "local authority" in lieu, and the clause as amended was agreed to.

Clauses 266, 267—agreed to.

Clause 268—Model by-laws:

Hon. M. L. MOSS: This clause contained a very good provision enabling model by-laws to be published in the *Government Gazette*, and any local authority might by resolution adopt the whole or any portion of them. That was similar to the provision in the Municipal Corporations Act of 1906, the twelfth schedule of which contained a model set of regulations, but in that Act was another good provision which was not contained in the Bill. Subsection 2 of Section 187 read—

Whenever any of the provisions of the twelfth schedule are adopted by any by-law made under Section 179 of this Act every such provision shall in all courts be deemed to be within the

powers of the council to make by-laws under this Act.

The object of that was that once model by-laws were adopted, it would never be possible for anyone in a prosecution to contend that the by-laws were *ultra vires*. It would be of great assistance to the health boards throughout the State if the magistrate knew that there was in the Health Act a provision similar to this in the Municipalities Act.

The COLONIAL SECRETARY: In order to give further consideration to the suggestion of Mr. Moss, he would be prepared to postpone the clause. But he first desired to move certain amendments. He moved—

*That in line 1 of Subclause 3 the words "were a part of this Act" be struck out, and the words "had been passed by the local authority and duly brought into effect as hereinafter provided" be inserted in lieu.*

Amendment passed.

On motion by the COLONIAL SECRETARY clause further amended by striking out the proviso at the end of the clause.

On motion by the COLONIAL SECRETARY further consideration of the clause postponed.

Clauses 269, 270, 271—agreed to.

Clause 272—Evidence of by-laws:

The COLONIAL SECRETARY moved an amendment—

*That the following words be added to the clause:—"and of due compliance with all conditions necessary to bring the same into effect, as hereinbefore provided."*

Amendment passed.

Hon. M. L. MOSS: As this clause seemed a suitable place for inserting an amendment which he had suggested on Clause 268 it might be wise for the Colonial Secretary to also postpone this clause.

On motion by the COLONIAL SECRETARY further consideration of the clause postponed.

Clause 273—Entry:

The COLONIAL SECRETARY moved an amendment—

*That in line 1 the words "his officers" be struck out and "all public health officers" be inserted in lieu.*

Hon. B. C. O'BRIEN: The amendment gave too much power to the health officers, many of whom were not competent and did not exercise a great deal of discretion.

Hon. M. L. MOSS: The clause was only intended to give the amplest power of inspection in respect of nuisances existing on any premises. These powers were necessary if the health authorities were to be able to deal with nuisances.

Hon. W. Patrick: Is the same power in the present Act?

The Colonial Secretary: Yes.

Hon. W. PATRICK: A certain number of hours of written notice should be given that an entry was intended, otherwise an officer might enter a citizen's private rooms at 7 o'clock in the morning.

The COLONIAL SECRETARY: It was necessary to give the officers the fullest power. If an officer was unduly officious he could be dealt with, but it would defeat the object of the clause if written notice had to be given that an officer intended to visit a certain place.

Amendment put and passed.

Clause as amended agreed to.

Clause 274—Vessels:

Hon. M. L. MOSS: This clause was copied from the Queensland Act, and it might be productive of much trouble in Fremantle. There were three boards of health in the Fremantle district, and the clause read that unless notice was published in the *Government Gazette* as soon as the Act came into force, any vessel lying within the river would be deemed to be within the district of the nearest local authority. Very often at Fremantle it would be a question as to whether a vessel in the harbour was lying nearest to Fremantle, East Fremantle, or North Fremantle, and the question of jurisdiction might arise where a vessel was lying on the north side of the river. We might gazette the harbour as being under the control of the principal local authority at Fremantle, but in the absence of such notice the position might be awkward.

The COLONIAL SECRETARY: It was probably provided for in the Harbour Trust Act. At any rate the trouble could be got over by gazetting the harbour in one health district.

Hon. R. LAURIE: It was not in the Harbour Trust Act. Something must be done to define the controlling body.

The Colonial Secretary: It will be gazetted.

Clause put and passed.

Clauses 275 to 277—agreed to.

Clause 278—Service of notice:

On motion by the COLONIAL SECRETARY, the word "board" in line 7 of Subclause 8 was struck out and "local authority or the clerk to the Commissioner, as the case may be" inserted in lieu, and the clause as amended was agreed to.

Clauses 279 to 281—agreed to.

Clause 282—Prosecution of offences:

On motion by the COLONIAL SECRETARY, the word "board," in line 1 of Subclause 2 was struck out and "authority" inserted in lieu. The clause was also consequentially amended and agreed to.

Clause 283—agreed to.

Clause 284—General penalty:

On motion by the COLONIAL SECRETARY, the words "against this Act" were inserted after "offence" in line 4, and the clause as amended was agreed to.

Clause 285—agreed to.

Clause 286—Recovery of penalties:

Hon. M. L. MOSS: We should adopt the Commonwealth provision providing that prosecutions under the Act should be before stipendiary magistrates.

The COLONIAL SECRETARY: It would be a good practice, but it would not be always possible to have stipendiary magistrates. If it were possible an amendment could be inserted.

Hon. M. L. MOSS: There was nothing to prevent its being arranged for populous centres, leaving it to the Government to proclaim that justices should have jurisdiction in outlying parts.

The COLONIAL SECRETARY: If it was practicable it could be done. He moved an amendment—

*That the words "an officer of the Commissioner or," in line 5 of Subclause 2 be struck out, and "a public*

*health official or an officer of" inserted in lieu.*

Amendment passed; the clause as amended agreed to.

Clauses 287 to 289—agreed to.

Clause 290—No officer to be concerned in contract:

On motions by the COLONIAL SECRETARY, the clause was amended by inserting the words "Commissioner of public health or" before "public," in line 1, in Subclause 1; also by inserting "personally" before "concerned" in line 2; also by striking out "Commissioner" in line 4 and inserting "Government of the State" in lieu; also by striking out "officer, member" in line 1 of Subclause 2 and inserting "Commissioner, official, member" in lieu, and the clause as amended was agreed to.

Clauses 291 and 292—agreed to.

Clause 293—Liability of owner and occupier under requisition or order:

Hon. M. L. MOSS: Unfortunately he had to plead guilty to having neglected to look into this clause before. It was an innovation apparently copied from the statute of New Zealand. Would not the Minister agree to postpone it to afford opportunity for further inquiry?

On motion by COLONIAL SECRETARY, clause postponed.

Clause 294—agreed to.

Clause 295—Provisions as to charge on land or premises:

Hon. M. L. MOSS: This also was a new clause. In effect it put a compulsory mortgage on one's property. Would the Minister agree to postpone it?

On motion by COLONIAL SECRETARY, clause postponed.

Clauses 296 to 299—agreed to.

Clause 300—Evidence:

The COLONIAL SECRETARY moved an amendment—

*That in line 2 of Subclause 1 all words after "any" be struck out and "public health official or any officer of a local authority" inserted.*

Amendment passed; the clause as amended agreed to.

New clause:

The COLONIAL SECRETARY moved—

*That the following stand as Clause 251:—“(1.) The Nurses' Registration Board may make regulations providing for the registration of nurses other than midwifery nurses. (2.) Such regulations may provide—(a.) For the forms in which application shall be made, and registration shall be effected. (b.) For the qualification of applicants and the appointment of examiners to ascertain their competency. (c.) For the training which applicants for registration shall undergo before submitting themselves to examination, such training to be for a period of not less than three years in an approved institution. (d.) For the suspension or cancellation of the registration of any person convicted of a crime or misdemeanour or found guilty of a breach of the regulations or of improper conduct as a nurse. (3.) For the payment upon registration of a fee not exceeding five shillings. (4.) Any person who after the commencement of this Act shall claim to be, or represent herself to be, a ‘registered trained nurse’ and whose name does not appear upon the register kept in accordance with the regulations made under this section, shall be guilty of an offence against this Act.”*

New clause put and passed.

New clause:

Hon. E. M. CLARKE moved—

*That the following stand as Clause 272:—Parliament may annul By-laws.—If either House of Parliament, within thirty days next after any regulations or by-laws have been so laid before it, resolves that such regulations or by-laws ought to be annulled, the same shall, after the date of such resolution, be of no effect, without prejudice to the validity of anything done in the meantime under the same.*

He was of opinion that the by-laws had been made from the standpoint of the medical men, regardless of the dairymen

who had to pay the piper. These by-laws should be made not only from the standpoint of the medical men, but also from that of an industry which had a lot to contend against in Western Australia.

New clause put and passed.

Postponed Clause 188—Publication of false statements concerning medicines, etcetera:

On motions by Hon. J. F. CULLEN, clause amended by striking out of line 2 of Subclause 1 “the defendant” and inserting “such person” in lieu; also by striking out of line 9 of Subclause 1 “Act” and inserting “division” in lieu; also by striking out of line 1 of Subclause 3 “if any person causes any statement to” and inserting “if any statement” in lieu; also by striking out of line 12 of Subclause 3 “Act” and inserting “division” in lieu; also by striking out of line 9 of Subclause 3 “before” and inserting “within three months immediately preceding the day of” in lieu; also by striking out of line 10 of Subclause 3 “the defendant or defendants” and inserting “such printer, publisher, or proprietor, as the case may be” in lieu; also by striking out of line 13 “Act” and inserting “division” in lieu; also by striking out of line 11 of Subclause 4 “before” and inserting “within the three months immediately preceding the day on which” in lieu; also by striking out of line 10 of Subclause 3 “the defendant or defendants” and inserting “such printer, publisher, or proprietor as the case may be” in lieu; also by striking out of line 13 of Subclause 3 “Act” and inserting “division” in lieu; also by striking out of line 11 of Subclause 4 “before” and inserting “within the three months immediately preceding the day on which” in lieu.

Clause as amended agreed to.

Postponed Clause 192—*British Pharmacopoeia* to be standard:

Hon. M. L. MOSS moved—

*That the following proviso be added: “Provided that no drug or its preparations bearing a name recognised in the British Pharmacopoeia sold by a duly registered pharmaceutical chemist in the ordinary course of trade (the dispensing or compounding of prescriptions excepted) shall be deemed to be*



*adulterated if it be labelled so as to indicate its standard of strength and quality, and if it conforms to this labelled standard."*

The Bill did not intend that the standard of efficiency required by the *British Pharmacopoeia* was to be in force any longer in Western Australia and unless the Minister had his standard ready when the Bill came into operation then we should have all sorts of prosecutions because persons would be selling drugs which were not up to the standard. The Minister was unable to give an assurance that the standard for everything sold in the stores had already been prepared and it was not a question of months but of years for the preparation of a standard as perfect as that of the *British Pharmacopoeia*.

The Colonial Secretary: According to the amendment there could be no conviction under Clause 182.

Hon. M. L. MOSS: If the chemists throughout the State were compelled to supply, at the *British Pharmacopoeia* strength, things which were used for ordinary industrial purposes, he (Mr. Moss) was told that the prices would be absolutely prohibitive.

The Colonial Secretary: That did not prevent them selling at other standards.

Hon. M. L. MOSS: It did. If a person asked for soft soap that person would get the ordinary commercial commodity, but if the Committee passed Clause 192 in the form in which it stood, then the storekeeper would have to sell on the standard of the *British Pharmacopoeia*. If blue ointment was sold at the ordinary strength it was quite obvious that it was not sold according to the strength prescribed in the *British Pharmacopoeia*, but if Clause 192 was passed it would be absolutely necessary to supply up to that standard, which was far beyond the strength required for the purposes for which blue ointment was as a rule used. The council of the Pharmaceutical Society of Western Australia had expressed their views to the Minister and the Minister had admitted candidly that he was a long way from the completion of a standard of commodities, but there was no need to penalise people who were selling com-

modities of a strength and quality to suit the purposes for which the commodities were used.

Hon. W. PATRICK: The amendment was rather a dangerous one. The fact that it would take a long time to prepare a new standard showed that we should be bound by a well-known standard. We had to protect the public and until we had an Australian standard we should leave the law as it stood.

Hon. J. F. CULLEN: Mr. Moss had put his finger on a real difficulty and there should be some provision to meet it, but he did not like the amendment for it was putting the Parliamentary imprimatur upon what was known as substitution in trade, giving a person something "just as good." The amendment was very artfully drawn. For Parliament to pass that ingenious clause of letting a chemist take well-known names and selling something very different under them would be very wrong. The amendment wanted a safeguard.

Hon. M. L. MOSS: The *British Pharmacopoeia* provided that Spanish sherry might be sold as medicinal wine. In Australia, however, it was customary to use Australian wine for medicinal purposes.

Hon. W. Patrick: It may be altered in 24 hours.

Hon. M. L. MOSS: Yes, if the standard happened to be ready. That being the case the chemist would use Australian wine in the place of Spanish sherry, and he would be liable to prosecution for having sold what was not in accordance with the standard. How would the Minister meet such a matter until the standard was fixed?

The COLONIAL SECRETARY: With regard to the standard, after all, the hon. member had only quoted one or two small instances.

Hon. M. L. Moss: I am not a walking Encyclopædia.

The COLONIAL SECRETARY: It would not take many hours to fix the standard to cover all the defects the hon. member had mentioned, or even 10 times as many. If the amendment was adopted it would nullify Clause 182, which pro-

vided for the sale of pure drugs. The amendment would afford no protection.

Hon. M. L. Moss: What would you do about medicinal wines?

The COLONIAL SECRETARY: That was a very small matter, and after all, perhaps Australian sherry might not be fit to be sold as a medicinal wine.

Hon. M. L. Moss: There were no standards prepared, and they could not be prepared in a week or two.

The Colonial Secretary: It has to be remembered that the Act will not come into force for six months.

Hon. M. L. Moss: Unless we had the standards in a forward condition, he ventured to say they could not be prepared inside 18 months.

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

Progress reported.

## BILL — KATANNING-NAMPUP RAILWAY.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: There are a number of railway Bills very similar in character which hon. members will see on the Notice Paper. These five measures will serve the same character of country, that is wheat growing country. I think, perhaps, in introducing this railway to the House it might be of interest to hon. members if I were to give some information with regard to the growth of these railways, and also with regard to the development of the agricultural districts through which they have been constructed. The initiation of this policy of building light railways by the present Government has undoubtedly served to increase the acreage under crop. If we take the last 10 years we find that in 1900 there were 201,000 acres under crop, which produced 774,000 bushels of wheat, 86,000 bushels of oats, and 103,000 tons of hay. In the next period, 1905, the acreage had increased to 364,000, while the wheat production had gone up from 774,000 to over two million bushels, and the production of oats had increased to 226,000 bushels, while

the tonnage of hay had gone up to 113,000. Again, in the next five years, the period ended last year, the cultivation had advanced to 722,000 acres, and we produced wheat to the extent of 5½ million bushels, oats to the extent of 1½ million bushels, and 200,000 tons of hay. With regard to the imports and exports of produce, we also find a very gratifying increase. In 1900 we imported produce of the value of £269,000, and we exported to the extent of £581. In 1905 the imports increased to £341,000, while exports increased to £8,000. In 1909 the imports decreased to £236,000, while the exports increased to £139,000, as against £581 nine years before. For the first ten months of last year the imports amounted to £139,000, and the exports had increased to £419,000. This is undoubtedly due to a great extent, in fact almost entirely, to the system of building light agricultural railways in the agricultural centres. It shows, too, that while the State and Parliament have done a great deal for agriculture in the way I have mentioned, these figures indicate that agriculture has done a good deal for the State. In former years there has been much fear expressed not only in Parliament but also outside Parliament, that the Government were going too fast in this policy of building developmental lines. Figures contained in the last report of the Commissioner of Railways show that there is nothing to fear in that direction, for although we have been constructing railways at a rapid rate the growth of the railway system has not been exceeding the growth of population. In the year ended 30th June, 1900, we had a mile of railway to every 127 of population. The capital invested in railways per head of population was £40; the expenditure per head of population, £5; the passengers per head of population 36.15, and the goods per head of population 8.03. In 1905 there was one mile of railway to every 152 of population. The capital per head of population was still £40; the expenditure per head of population had risen to £5 15s.; the number of passengers per head of population had increased to 48.59, and the goods to 10.02.

At the 30th June of last year we had a mile of railway to every 130 of population as against 152 five years ago; the capital invested per head of population had slightly risen, being £41; the expenditure per head of population had fallen to £3.94; the passengers were 47.34, and goods, 8.89. These figures show that we are not going too fast, and that by the building of these railways we are simply keeping in touch with the growth of population. Whilst I agree that there is a danger in going too fast, these figures clearly indicate that that has not been the case. It has frequently been stated in this House that these agricultural lines will not pay, but if we take the 10 agricultural lines which have been constructed by this Government during the last four or five years, we find only a very small loss on their operations. The Goomalling-Dowerin line during last year cost £2,028 for working expenses; the interest was £796, making a total cost of £2,825, whilst the earnings were £3,793, showing a profit of £968. The Donnybrook-Boydup line cost for working expenses £4,632; the interest was £3,019, total £7,651; whilst the earnings were £8,628, again showing a profit of £976. The Greenhills-Quairading line also made a profit of £923, whilst the Katanning-Kojonup line showed a loss of £1,523. Taking the whole 10 lines, those I have already mentioned and the Narrogin-Wickepin, Pinjarra-Dwellingup, Torbay-Denmark, Toodyay-Bolgart, Wagin-Dumbleyung, and Woonerup-Nannup lines—I might mention that the Pinjarra-Dwellingup line was only open for six months, and the Toodyay-Bolgart line for four months—their gross earnings were £30,118, and the gross working expenses £20,855, showing a balance of earnings over working expenses of £9,263. The interest totalled £13,876, so that there was a net loss on the 10 lines of £4,613. This result so early in the history of these lines, most of which have been working only within the last two years, is very gratifying indeed. It shows that they are going to be paying propositions in the future. Not even the most sanguine of us expected that these lines were going

to pay straight away. These lines had to be built before the land could be brought under cultivation, because previously it cost so much to get the produce to market. Then, after the lines were built, the people were only beginning to clear and cultivate their lands, and as hon. members know, for the first year or two it is impossible for the average settler to get more than 10 per cent. of his land under cultivation; so that up to date these lines have been receiving only a small percentage of the traffic which they will ultimately get. But the fact that they are showing a profit over working expenses, and that the earnings are only slightly below working expenses and interest, augurs very well for the success of these lines in the future. Of course, that is only looking at the railways as a business proposition calculated by themselves, but we cannot close our eyes to the fact that there must have been in addition a big gain to the State, and that gain should be taken into consideration when calculating the results of these railways. But, even apart from the indirect benefit to the State, I say again that it is most gratifying to know that in so short a time these lines show a profit over working expenses. I have just made these few general remarks because there are a number of these developmental lines on the Notice Paper, and a number of others to come before the House later, and I thought it was due to hon. members that they should have some indication as to the working of the lines which they have passed during the last three or four years. I think that the results are an encouragement to hon. members to continue the policy which this Government inaugurated in the building of these light railways. The line under discussion is one from Katanning to Nannup, and hon. members will find before them in the printed sheets particulars as to the length of line, cost, weight of rails, etcetera, whilst plans will be placed on the Table so that hon. members may see exactly the direction which the line will take. This line runs in an easterly direction from Katanning for a distance of 38 miles to Nannup. The gauge is the usual 3ft. 6in., the same as in all these lines.

and the rails are 45lb. The construction is estimated to cost £37,000; rails and fastenings £25,000, making a total of £62,000, or an average of £1,631 per mile. The area to be served by this line is 525,000 acres. Of this there is alienated 170,000 acres, whilst there is still vacant 365,000 acres. It is estimated that there is 260,000 acres of this half-million acres fit for wheat. The resident occupiers now number 130, holding 110,000 acres. There is estimated to be under cultivation at the present time 13,000 acres, cleared another 18,000 acres, and ringbarked 35,500 acres. The sheep land adjacent to the railway is about 7,000 acres, whilst the average wheat yield for the district for the last year was 15 bushels. Clearing in most parts of this area is light, being estimated to cost from 15s. to 25s. per acre. The annual rainfall is 20 inches. There are no pastoral leases in this portion of the State, and therefore there will be no estates to resume. The Lands Department reports that this line will tap a magnificent wheat belt running from Lime Lake, and traced onwards to Lake Dumbleyung, thence to Bullock Hills across the Coblinine River to Coomelbirrup, following the river up to Lake Ewlymartup, thence to Broomehill and right on to the Salt River towards Ravensthorpe; returning to Coomelbirrup we find the same rich belt continued on to Dylabing, Warrnamunup, Rockwell, Badgebup, Yellannup, Nampup, and Coorenup. It is certain that rich belts occur right on to the Eastern Goldfields, and it is possible that further extension may result later. As hon. members know, some time ago the Government appointed an advisory board to inquire into and report on all these lines before they were submitted to Parliament. I have here the reports of the board. They have in all instances been published, but, in order to refresh hon. members' minds, I will read an extract dealing with this line—

We recommend the construction of this railway following generally the line surveyed from Katanning and terminating at Nampup, a distance of about 39 miles. This line will serve an area of 525,000 acres, 170,000 acres of which is alienated and 365,000 acres is vacant.

Within this area we estimate there is 260,000 acres of wheat lands. The inspector of Engineering surveys estimates that this line will cost £64,000, including provision for water supply.

The members of the board when that report was written were Mr. William Paterson, Mr. Harry F. Johnson (the Surveyor General), and Mr. John Muir. These gentlemen are very well known, and they all tend to err on the side of safety. They report in favour of the line, and that in itself is sufficient evidence to warrant the House in agreeing to this railway. I beg to move—

*That the Bill be now read a second time.*

Hon. J. F. CULLEN (South-East): There is no need to delay the House after the lucid and confident speech of the Colonial Secretary; but inasmuch as I have the pleasure of residing where the line is to be started, I want to say that I can fully confirm all the favourable reports the Minister has referred to. The line is amply warranted. It will open up splendid country, part of which is all ready settled by some of the finest pioneers the country possess, and all of which will very soon be occupied. I am sure the House would do well to authorise the construction of this railway.

Hon. Sir E. H. WITTENOOM (North): I do not think the greatest enemies of the Government can accuse them of any want of temerity in bringing forward a railway policy; and I think the railway policy which produces all these lines shows that the Government have the greatest confidence in the future; but in putting down these lines and inducing settlers to go to these districts, the Government take upon themselves a great responsibility, a responsibility which I do not think they always realise. What I mean to infer is that building railways and inducing settlers to go on the land brings about such an extreme shortage of trucks that no one can do any business. One can go to any part of Western Australia at the present moment and the complaint is want of trucks. The day before yesterday a boat at Geraldton was loading for London, taking 40,000 bags of wheat.

Every truck was in use; and as no wheat can be dumped on the jetty, the wheat is unloaded in the yards, and there it has to remain until it can be reloaded again. It is the greatest difficulty in that portion of the State to get trucks unless one gives almost a week's notice. In affirming the policy of the Government and approving the second reading speech so admirably made by the leader of the House, I only desire to point out that I hope he will mention to the Railway Department or the Minister the great need there is for rolling stock in the way of trucks, and the need there is for having a sufficient number provided. I have much pleasure in supporting the second reading.

Hon. C. A. PIESSE (South-East): This line should have been built at the time the Wagin-Dumbleyung line was built. The Government have not so much induced the people to go to the district on the promise of a railway, but the people who have gone there have induced the Government to build the railway. They are now getting their reward of success after two or three years of asking for the line. The success of the Dumbleyung line is remarkable. It may not show as fully paying; I have never said these lines would do so until they are established six or seven years; but my words on the occasion of the passing of the Dumbleyung Bill have come true. The line has not paid from the jump, but it is improving every year. It is the same with other lines. In a few years they should become payable propositions. The people in this district have waited long and patiently for this line, and I am glad at last they are to have it. As I have said before, it is a locality which should have been served with a railway at the time the Wagin-Dumbleyung line was built.

Hon. E. McLARTY (South-West): It gives me pleasure to support this Bill as any other agricultural railway Bill, but what I desire to emphasise most is the very gratifying statement from the Leader of the House as to the result of the ten lines that we have constructed. I am sure that the most sanguine could hardly have anticipated that in such a short time there would have been such excellent re-

sults. The Pinjarra-Marrinup line in my own district has only just commenced to work, but I can assure members that in the future there will be great difficulty in getting the stuff away as fast as it is turned out. Of course it is a timber line. There are new mills going up, and additional men are being employed. I believe there are 600 or 700 men, and these with their wives and families make a population of about one thousand who have gone there in the last few months, where there was not one person before the line was built. As the Minister says, it will take some considerable time to get the land developed along these agricultural lines and brought into cultivation, but I think the results we have heard this evening are most gratifying to the House and the country generally. I agree with Sir Edward Wittenoom that the Railway Department should be up and doing in regard to rolling stock. The inconvenience he has referred to is one I experience every week. I am not engaged in the wheat trade, but I am in the stock trade very largely, and I have frequently to wait three days before I can get a truck. I know there is the greatest inconvenience experienced all over the State. I asked some questions in regard to rolling stock some time ago, and I was surprised beyond all measure to learn that the department were in a position to meet all requirements if they got sufficient notice. I do not know what they call sufficient notice. I have frequently had to wait three days to get a truck to send my stock away. I do not think that should be the case. I was also somewhat surprised to find in answer to one of my questions that during the last twelve months not one single stock wagon had been added by the department, and that some paltry 24 or 25 were in the course of construction that year. It seems to me the department are not alive to the requirements of the State. At the rate at which we are constructing railways, a great effort will have to be made or there will be a complete block for want of trucks. Although I have great pleasure in supporting the Bill, at the same time I am bound to say we are going on with a rapid rate. This railway construction

seems to have taken on, and we are passing Bills as soon as they come down. The aggregate mileage of the lines now before us and those that are to come before us during the next few days will mean a considerable distance, and it is just a question whether we are not doing too much at one time. If we are to put the construction of all these lines into operation it will mean an enormous amount of labour for the time being and will take an enormous amount of sleepers. I do not say the lines are not justified, but it is just a question whether we should construct a number of railways all at one time or whether they should not be extended over a longer period.

Question put and passed.

Bill read a second time.

## BILL—QUAIRADING-NUNAJIN RAILWAY.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: It is not necessary for me to speak at any length on this particular Bill, because after all we must be largely guided by the official reports. The information I gave the House a little while ago in introducing another Bill proves that in the past by being guided in this way the Government have not erred. They have built lines which have not only opened up the country but have proved payable propositions. This is one of a group of railways which opens up a portion of the country east of the Great Southern Railway to the south of Northam and York, and the north of Narrogin. The length of the line is about fifty miles. It commences at Quairading, a point 123 miles from Perth, and it runs in an easterly direction. It will couple up with the Wickepin-Merredin line, the Bill for the construction of which is on the Notice Paper. The Wickepin-Merredin line runs north-east from Wickepin, and this line, the Quairading-Nunajin, junctions with it about half-way between Wickepin and Merredin. The line will be built of the usual standard gauge with 45lb. rails. The sleepers will be 6ft. 6in. by 8in. by

4in. The grade is one in 40, and the cost of construction is estimated at £41,000, rails and fastenings £33,000, making a total of £74,000, or £1,480 per mile. It is not so extensive a line as that the House has already agreed to on the second reading, and the area served by it will be of a slightly less extent. It will be 433,000 acres, of which 259,000 acres have been alienated, and it will include 200,000 acres of first-class wheat land. The route has been sketched somewhat nearer to the Goldfields line than 25 miles, because the bulk of the good land lies to the north, and it will improve the facilities for settlement on the Jennaberring and Kwoollynn areas. The advisory board report—

We beg to report on the question of railway extension to open up the country lying between the Eastern Goldfields Railway and the Great Southern Railway and extending east approximately to the longitude of Merredin and south to the latitude of Narrogin. We are satisfied that there are large tracts of first-class land suitable for wheat growing within this area, which cannot possibly be exploited without railway facilities, and we suggest the accompanying scheme of railway extension to meet the case.

The railways they consider in this group are the Quairading-Nunajin, Brookton-Kunjinn, and the Wickepin-Merredin. They go on to say—

In this scheme suggested we have not altogether succeeded in defining routes so that no selection shall be further than 12½ or 13 miles from a railway line, for the reason that the existing lines and especially existing spur lines have not been laid down as units of a broad comprehensive scheme, and it is consequently the more difficult to connect them up in accordance with this limit of 25 miles. We have considered the Wickepin-Merredin line as the backbone of this scheme of extension as it is likely to become a line of importance for through traffic of coal, timber, fruit, potatoes, and other produce from the South-West to the Eastern Goldfields,

seeing its construction would shorten the distance by more than 50 miles. In regard to this particular line they say—

Quairading extension eastward to junction with proposed Wickepin-Merredin line (coloured orange on the plan) 49 miles, is estimated to cost £75,000 including rails and fastenings. The area served by this line would be 433,000 acres, of which 259,000 have been alienated, and would include 200,000 acres of first class wheat land. This route has been sketched somewhat nearer to the goldfields line than 25 miles because the bulk of the good land lies to the north and the proposed route will improve facilities for settlers on the Jennaberring and Kwollynn Areas.

As I have already stated, the particulars are before hon. members as to the cost and the area to be served. The great bulk of the land on this railway is already selected and a large quantity of it under cultivation. I have every confidence in recommending the line to the House. I move—

*That the Bill be now read a second time.*

Hon. W. MARWICK (East): I would like to say a few words in support of the second reading of the Bill. This is a line running into a district with which I happen to be personally acquainted. This Nunajin is a very old settled district; a brother-in-law of mine settled at Nunajin 34 years ago. They established a farm, the furthest east at that time, and I know they made a real success of it. They grew crops up to 2 tons per acre, and there was no fertiliser in those days. There are hundreds of thousands of acres of land right through that belt, which is equal to any of our lands for wheat production. The men who went there 34 years ago had a couple of hundred sheep, but after a few years there, through having no railway facilities, they had to abandon the farm because they could not get to a market. Now the same land has been all taken up again and, I think, a good deal of it on the advice of those people who made such a success in the first place. I know a good

many people are dubious about building these railways so far eastwards, but I can assure hon. members we are within a safe rainfall as far as Nunajin at least. I would like to say a few words in confirmation of the remarks made by Sir Edward Wittenoom and Mr. McLarty in reference to the truck difficulty. I realise the Government are doing the correct thing in building these agricultural railways; at the same time I would like to call the attention of the leader of the House to the necessity for keeping pace with railway construction by the increased construction of rolling stock. We know our districts have great difficulties in this regard, and these difficulties have existed for two or three years past. Had we had the same yields this year as we had last year, with our increased area under cultivation, it would have been simply impossible to handle the harvest. I thought last year's experience would have been sufficient for the Government and that they would have taken warning and provided better facilities for this year. At the present time I have several hundred bags of wheat at a siding; it has been there unprotected for over a week. I contracted with a man to cart it into the siding and put it on trucks. He carted it in but he could not get the trucks; they have not yet been supplied. Sir Edward Wittenoom said that one could not get trucks under a week's notice. I cannot get them at a fortnight's notice. In York I had the same experience last week. I ordered trucks on Thursday, and they had not been supplied yesterday morning. That was actually in the town of York. I hope the leader of the House will urge on the Government the necessity for constructing a large number of trucks in order that the harvest may be expeditiously handled. I am pleased to see we have a Government with sufficient confidence in our country to push railways even in advance of settlement, and I shall always be glad to support them in the carrying out of that policy.

Hon. E. M. CLARKE (South-West): When it comes to the expenditure of such immense sums for railway purposes it is

fitting that hon. members should express their appreciation or disapproval of such expenditure. For many years past my own ideas have been that we have gone out into a somewhat dangerous rainfall, but I am pleased to see that our earlier doubts in this respect have proved to be groundless. I want to say right away I do not think the Minister, in speaking of the success of these railways, gave them all the credit due to them. I did not hear him in any way indicate the volume of traffic they are bringing to the trunk line. I have said all along if we were not to get 10 miles of railway until we were assured that railway was going to pay from the jump, we would never have another line constructed. It is obvious that there must be a terminus to each railway, and that each individual mile of the railway cannot be expected to pay. I had my doubts about the construction, about the expenditure of such enormous sums of money, but I am pleased to hear from the Minister that these railways are, so to speak, an assured success. I have never yet opposed the construction of any railway, though I have raised my voice on the side of caution. I am only too pleased to say the railway policy of the last two Governments has had my hearty approval, and I hold the Minister put it very mildly when he stated that the amount of loss on these spur lines was trifling. He omitted to refer to the immense amount of traffic brought to the trunk lines by these spur lines.

Hon. T. H. WILDING (East): I have pleasure in supporting the Bill before the House. I think the Government are to be congratulated on continuing this policy of building agricultural railways throughout the State. We have large tracts of excellent land suitable for the growing of cereals, and it is pleasing to see that the Government are pushing these lines out through these districts. One thing that strikes me is that, whereas in the past we were led to believe these light lines could be built for £1,000 or £1,100 per mile, the price per mile seems to be steadily going up, notwithstanding that many of the lines run through level country devoid of engineering difficulties.

Hon. W. Patrick: The material has gone up.

Hon. T. H. WILDING: At the same time I think the cost of construction should be kept down as much as possible. However, it is with pleasure that I support the second reading.

Question put and passed.

Bill read a second time.

## BILL—WAGIN-DUMBLEYUNG RAILWAY EXTENSION.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This Bill contemplates the extension of the Wagin-Dumbleyung railway a distance of 23 miles in a north-easterly direction. This line was one of the first of the light agricultural railways. It will be remembered that some six years ago three Bills were passed providing for the construction of the Wagin-Dumbleyung, Katanning-Kojonup, and Goomalling-Dowerin agricultural railways. Those Bills were introduced by the predecessors of the present Government, under Sir Hector Rason. I remember very well when the Bills were brought down by the then leader of the House, Mr. Kingsmill, that being our first acquaintance with light agricultural railways grave doubts were expressed as to the wisdom of passing the Bills. Indeed, it was quite on the cards that the Bills would not be passed. However, they were passed, thanks, as I am reminded, to the goldfields members. I am pleased to know that the statements then made by members representing the several agricultural districts have been borne out to the fullest extent. This particular line has almost made ends meet for the period during which it has been constructed; it has gone within a very few pounds of meeting working expenses and interest. This speaks well indeed for a short branch line, and is in itself sufficient warrant for the extension of the line, particularly as it is well known that in the country east of Dumbleyung there lies some of the finest wheat land in the State. It should go without saying that if the present line is paying, a 23-mile



extension will increase the returns enormously without adding much to the expenses. So that if we only look at it from that standpoint alone I do not think we are taking any undue risk in passing this Bill, but, as Mr. Clarke said, we must not lose sight of the fact of the immense traffic these branch lines bring to the main lines of the State, and that is shown by the railway returns last year. I think the railway revenue this year is something like £100,000 more than the estimate; that is entirely due to the traffic on the branch lines. This line runs in a north-easterly direction, 23 miles from the eastern terminus at Dumbleyung, and the estimated cost is £21,000, and the cost of rails and fastenings £15,000, making £36,000 or an average cost of £1,565 per mile. If members look at the typewritten sheets before them they will see the figures which I have given and which I need not repeat. There are 110 resident occupiers, and the acreage held by them is 70,000 acres. The land under cultivation this year is 7,000 acres, and the land cleared 9,000 acres, and it is estimated that there will be an additional area to be put under cultivation next year of 12,000 acres. The average wheat yield last season was 15 bushels per acre, oats 25 bushels, and hay 22 cwt. The extension will serve an area of 320,000 acres, of which 56,000 have been alienated, and 264,000 are vacant. There are no large holdings, and the land available for pastoral leases totals 148,274 acres; the total area served by the railway is 415,264 acres. This line was referred to the Railway Advisory Board, who have reported on it favourably, and recommended its construction. They say—

We recommend that the Dumbleyung line should be extended in a general north-easterly direction for a distance of about 23 miles. This extension will serve an area of 320,000 acres, 56,000 acres of which have been alienated and 264,000 are vacant. Within this area we estimate that there are 190,000 acres of land well suited for wheat producing. The Inspector of Engineering Surveys estimates the cost of this line, including water supply, at £40,000.

I may repeat that the board consists of

Mr. William Paterson, the managing director of the Agricultural Bank, Mr. Johnson, the Surveyor General, and these two gentlemen are better fitted than any other in the State to express an opinion on the quality of the land; and Mr. John Muir, the other member of the board, is qualified to give an expression of opinion as to the cost of the line. I beg to move—

*That the Bill be now read a second time.*

Hon. J. F. CULLEN (South-East): This line is also within the progressive province which I have the honour to help Mr. Piessé to represent, and I know the circumstances and I know the capabilities of that part of the district. The part of the line already built has had a wonderful success, being within a fraction of meeting the interest and working expenses within a couple of years of its opening. That is a most unusual experience in regard to light lines of railway, and I can confidently recommend the project to the House.

Hon. C. A. PIESSE (South-East): I only want to say the reason why we are asked in this case to give an extended mileage, probably on the face of it somewhat large, is that the Wagin-Dumbleyung railway was not taken out anything like the distance that we are taking out agricultural lines to-day. The Katanuing-Nampup line will run for a distance of 38 miles; this line was only taken out 24 miles. Since then settlement has gone on much further east than this line will serve. Out at Lake Grace there are residents who will not be served by this line, and no doubt the time will come when we shall be asked to further extend the line in that direction so that facilities may be given to these people. There is no doubt as to the need of the present extension, and I have much pleasure in recommending the Bill to the House.

Hon. C. MCKENZIE (South-East): I have much pleasure in supporting the second reading of this Bill and commending the Government on their policy. The Minister spoke about the Government going too far, but I hope they will go still further. We can take the figures of the

first section of the line as a guide, and from those there is no doubt the line is pretty well one of the best paying railways. We may look on this as a good business proposition, and although we do not expect these lines to pay from the jump, still the portion of this line already built is paying its way. I consider there has been no loss on the line because the small loss has been made up by the increased traffic which has been taken on to the Great Southern railway, and what is lost one way has been gained in another. I support the extension of the line further, and no doubt it will be carried further still in due course. The Government have to be commended for the forward and onward policy which they are carrying out; railways are much cheaper than roads nowadays, and roads cost little to build as feeders to these spur lines. One has only to go along the Great Southern railway today to see wheat fields pretty well all the way, which speaks well for the country. I have much pleasure in supporting the extension of the line.

Question put and passed.

Bill read a second time.

## BILL—WICKEPIN-MERREDIN RAILWAY.

### *Second Reading.*

The (COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: In introducing this Bill to the House I may draw attention to the fact that it is rather a bigger proposition in the way of an agricultural line than is usually placed before the House. If members will turn to the particulars placed before them they will see that it runs a distance of 120 miles. I think Mr. Cullen remarked at a previous sitting that it is better that a line should be brought forward in one Bill rather than in piecemeal, so that the House may see the ultimate destination of the line. We have already passed a short line which is working between Narrogin north-east to Wickepin. This line will run in a north-easterly direction from Wickepin to Merredin, and it will couple up the line from Collie to the goldfields railway. There will be con-

siderable railway economies in this inasmuch as it is always better to work a through line than a branch one. Later on, no doubt, coal will be taken from Collie to the goldfields, and it will be easy for the railway authorities to take the trucks returned from the Eastern Goldfields at Merredin and shunt them on to this line. These trucks can then be loaded with wheat and taken to the ports of Albany, Bunbury, or Fremantle, as the case may be, and the wheat discharged into the ships. It will be, from a railway point of view, a great economy and convenience. Apart from this, however, it is built purely as an agricultural railway. The Quairading line will couple with this line and a further line which we intend to build, the Bill for which will come later on, the Brookton line, will also be coupled up. The total cost is £120,000 for construction and £178,000 for rails and fastenings, making a total of £199,000. It will be built at the present time as a light agricultural railway with 45-pound rails. It may be necessary at a later date to carry heavy traffic and coal along this line, and then the rails may be altered to 60 pounds. The line will be built to the standard gauge of 4ft. 6in. The resident occupiers number 655, and the acreage held by them is 511,744 acres. The land under cultivation this year is 41,877 acres, and the land cleared 27,825 acres, the land ringbarked being 194,195 acres. The average yield of grain last year was, wheat 12 to 16 bushels per acre, and oats 24 bushels. The total area of land within the influence of the proposed railway is 1,567,360 acres. There are only eight holdings within 15 miles of the line of over 1,000 acres, and the land available for pastoral leases within 15 miles of the line is 814,000 acres, while the pastoral leases aggregate 52,000 acres. The area permanently reserved is 8,612 acres. There is a total area of one and a half million acres served by this line. The average rainfall is from 10 to 12 inches at Merredin, and runs up to 18½ inches at Wickepin. Water is easily conserved along the whole of the route of the railway. The principal timbers are white gum, morrel, York gum, salmon gum, jam, and gimlet. The cost of clearing per acre is 20s. to 30s.

and the cost of clearing the scrub 8s. to 10s. per acre. There are some favoured areas served by this line, there is the Kuminin area and several others south of Merredin. These lands are so much sought after that there were from a dozen applications up to 30 for the blocks, and they were sold at prices ranging up to 27s. 6d. per acre for land which could have been taken up not long ago at 10s. per acre. This line, like the other railway, has also been inspected by the advisory board and they have reported very favourably upon it. They say—

The Wickiepin-Merredin line will be about 120 miles in length and is estimated by the Inspector of Engineering Surveys to cost £1,700 per mile, including rails and fastenings, and allowing for 60-pound rails and one in 80 grade on account of its being a through main line, or a total of £204,000. We estimate that this line would serve 1,463,000 acres, of which 474,000 acres have been alienated, 92,000 subdivided and unsold, and 70,000 in process of survey and subdivision. It would open for development such valuable areas of first-class land as Nunagin, Kuminin, Kurrenkutten, and Babakine, and we further estimate that it would serve approximately half a million acres of first-class wheat land.

I move—

*That the Bill be now read a second time.*

Hon. W. MARWICK (East): I would like to say a few words in support of the second reading of this Bill. The line will traverse country which I happen to know a good deal about. I would like for the information of hon. members, especially goldfield members, to say what an advantage the construction of this line will be. I am pleased to see that the Government have provided for 60lb. rails. This line will be a trunk line and it will open up some of the best wheat lands in the southern portion of the Eastern province. I could not miss the opportunity of reminding the leader of the House when he was speaking that there were some blocks of land for which there were no fewer than 32 applicants for each single block

in some of these areas, namely, Kuminin, Kurrenkutten, and Nunagin. I think the average was about 14 applicants for every block of land. The whole of the land in this area will be taken up, in fact it is taken up already and there are any number of people who have been disappointed. Those who have been disappointed write to the press and find fault with the administration of the Land Act just because they cannot get the land they require in a special locality. This railway will commend itself to the House, and I have much pleasure in supporting the second reading.

Question put and passed.

Bill read a second time.

## BILL — TAMBELLUP-ONGERUP RAILWAY.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This proposed line will run in an easterly direction in the South-Eastern province from Tambellup to Ongerup. The length of the line is 55 miles, and it will commence at Tambellup, which is 252 miles from Perth. The estimated cost of construction is £30,000, and the rails and fastenings £35,000, a total of £86,000, or £1,564 per mile. The resident occupiers are 114, while the population to be served will be 350; the land under cultivation is 14,000 acres, while the land cleared is 17,329 acres, and the land ringbarked 184,000 acres. The additional area to be put under cultivation next year will be 11,056 acres. The average yield of grain last season per acre was, wheat 13 bushels and oats 25 bushels. The land open for selection within 15 miles of the line totals 666,965 acres, and the land alienated within 15 miles of the line is 269,294 acres. The large holdings within 15 miles of the line number eight, representing 17,000 acres, the pastoral leases total 20,000 acres, and the area reserved 7,515 acres. The total area of land within the influence of the proposed railway will be just under one million acres. This line will serve some exceptionally fine country, which is perhaps somewhat

unknown at the present time, but which has been proved to be excellent wheat country. I have forgotten for the moment the name of the timber which grows at the Ongerup end, but it is a kind of mallee, which is easily cleared. The line will serve a very large area indeed, and the climate down there is excellent, while the district is subject to a very good rainfall. This line has also been reported on by the advisory board as follows:—

We recommend the construction of a line from Tambellup in a general north-easterly direction to Ngowangerup, thence south-easterly to the valley of the Pallinup river, and thence north-easterly to the vicinity of Tarbunkunup, near Ongerup, following approximately the route shown on the litho. This proposed railway will have a length of about 55 miles, will serve 780,000 acres of country, 224,000 acres of which are alienated, and 556,000 are vacant. We estimate that within this area there are at least 420,000 acres of country well adapted for the growth of cereals. We consider that this line may at a future date (if circumstances warrant it) be extended to Ravensthorpe, and also may form part of a large loop to serve the country east of the existing and the proposed spur lines. The Inspector of Engineering Surveys estimates that this line will cost about £95,000, including provision for water supply.

I move—

*That the Bill be now read a second time.*

Hon. J. F. CULLEN (South-East): The Minister has followed the example of the small boy we have heard of and has kept his best for the last.

The Colonial Secretary: Oh, no; there are more yet.

Hon. J. F. CULLEN: At any rate, this is one of the best of his projects. I know the country well. A few years ago I was out at Ngowangerup and all I could find there were a couple of wallabies. Now there is a township with two banks, and one of the most energetic progress associations it has ever been my lot to meet. The members of that association simply tackled that new settlement and they are

determined to have all the blessings of civilisation there, and amongst them this railway. The Government have done well to meet that progressive set of pioneers and provide means of transit to the market. I might mention that the objective of this railway is really Albany, and that that is recognised as the nearest port. I want to say one or two things to the Minister, one is to get on with the building of these lines as quickly as the Government can, the next is not to be afraid of attracting any amount of labour to this State because there is plenty of room for it, and another is to be sure that there are plenty of trucks to carry the wheat on the new lines next season. I hope the Minister will make a note of these matters. I was asked this question in my electorate recently, and in the name of the Government I said that next season's wheat would be carried.

Hon. C. McKENZIE (South-East): I have much pleasure in supporting the second reading of this Bill. The proposed railway will traverse practically new ground, and it is about the same class of country as is to be found in the vicinity of the Great Southern line. There is some idea of eventually carrying this railway project to Ravensthorpe. It will run in that direction now and will open up some very fine country. There is no doubt that the line will prove a profitable one.

Question put and passed.

Bill read a second time.

## BILL—NORTHAMPTON-AJANA RAILWAY.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This railway is one which will serve an entirely different part of the State. The other railways which we have dealt with this evening will serve country from Merredin in the north to Tambellup in the south. This Bill provides for the extension of what I suppose is the oldest line in the State, the Geraldton to Northampton railway, and the extension will be for a distance of over 30 miles in the direction of the Murchison River. This

line will be built on the usual gauge of 3ft. 6in., the rails will be 45lbs. The cost of construction is estimated at £46,000, rails and fastenings, £19,650, making a total of £65,650, or £2,188 per mile. The suggested line extends in a northerly direction, and ends about seven miles south of the Geraldine mine. The country served by this proposed extension of the Northampton line embraces an area of about 449,000 acres, of which about 110,000 acres is alienated, and 339,000 acres is vacant; the area of first class land is approximately 170,000 acres. The rainfall is exceptionally fine, being 21 inches. I have not personally seen this part of the country, but I have heard from those who have selected there that the district contains some of the finest wheat land in the State. I remember one time discussing this line with the late Director of Agriculture, Professor Lowrie, and he gave it as his opinion that this was some of the finest and most profitable land in the State. He based his calculation on the fact that the land itself is very rich, that it is situated in a latitude that enjoys an early spring, and that there is a very fine rainfall, so that the selector gets better production from the land than if it was further south. This line has been reported on by the advisory board, and they state as follows:—

The country lying between Northampton and Geraldine on the Murchison River has been carefully inspected and due consideration given to all reports, plans, and available data, and we now recommend that a railway line approximately 30 miles in length (as shown by a red line on plan herewith) should be built. The engineering survey will, of course, determine the actual route. The suggested line extends in a northerly direction and passes between the Wundi and Wibi areas, thence through Yuba and on to the Ajana locations, ending at a spot about seven miles south of the Geraldine mine. The country served by this proposed extension of the Northampton line embraces an area of about 449,000 acres, of which about 110,000 acres is alienated, and 339,000 acres vacant. The area of first class cereal land is approximately 170,000 acres. In

recommending the extension of this line for a distance of about 30 miles the board had in view the probable opening up of payable mines in the Geraldine mining area, and also the testing of other lands to the north of the Murchison River for agronomic purposes outside the 12½ miles radius. The quality of the land north of the proposed line is good, but so far has not been proved to be suitable for the profitable growing of cereals. As estimated by Mr. Muir, the Inspector of Engineering Surveys, the cost will be £53,000; this includes rails and fastenings, but does not include a railway water supply, which must be added and will cost approximately £5,000. The Wibi, Wundi, Yuba, and Ajana subdivisions through which this line passes should furnish sufficient freight to make it a payable proposition. There should also be considerable numbers of fat stock railed to the southern markets from the Murchison and districts further north. We are of opinion that the early construction of this line is justified as it will enable the selectors served to operate on these lands profitably and to their fullest extent.

That is a report that will justify the passing of this line without anything further. I therefore move—

*That the Bill be now read a second time.*

Hon. J. M. DREW (Central): I thoroughly agree with the remarks made by Mr. Cullen a few minutes ago, that the Minister has reserved his best dish for the last. I also wish to congratulate the Government on the success of their joint policy of land settlement and railway construction in Western Australia, and also on the success of the land settlement policy so far as it concerns the district which I have the honour to represent. That policy has been pursued with great vigour in our district, with the result that Geraldton is in a prosperous condition, land values have been increased, business houses have been increased, and the population is largely augmented. Only last week a vessel arrived at the port to load 40,000 bags of wheat, and there are others to

follow. The only fly in the ointment, as has been pointed out by other hon. members, is the lack of trucks, and for this there is no excuse for the Railway Department. If the department had their fingers on the pulse of land settlement and agricultural development in this district, they could see that considerably more rolling stock would be required. I can conscientiously support this proposition. The district through which the line will pass is valuable from both agricultural and mineral standpoints. The district has been partially settled for over 40 years, but not to any extent. A few years ago the pastoral lease of Messrs. Grace Bros. was resumed by the Government and thrown open for selection. Every block was selected, and now every block is making progress in the direction of development. To show the value placed on the land, I may say that some blocks were priced as high as 27s. 6d. per acre, but I must explain that when the land was priced at that figure there was an undertaking by the Government that a railway would follow at as early a date as possible. Why the railway is such an urgent necessity is that the country is hilly, and it will be impossible for settlers 25 or 30 miles away to get their produce to the market. When the mines were working many years ago it took a team of six horses to cart 24 cwt.; that shows the hilly character of the country. The line will serve 449,000 acres, the area alienated is 110,000 acres, and the area available 339,000 acres. As regards the mineral value of the country, the fact that in the early days lead and copper had to be carted 76 miles to Geraldton will give an idea of the worth of these mines. But if it were only for the mineral prospects I would not support the project; we are looking forward to agricultural development, and it is for that reason, principally, that I support the construction of this railway.

Hon. W. PATRICK (Central): I do not think it is necessary for me to supplement to any extent the remarks that have been made by the leader of the House and my colleague in favour of this line. The fact that the advisory board, consist-

ing of three of the ablest officers in the State, have submitted a report in its favour is quite sufficient to justify the construction of the line, even if there was nothing else; but apart from that, I consider the Government are justified in building railways almost everywhere. Every line that has been introduced since I have been in Parliament has received my support, whether it was an agricultural line or a mining line, and I supported them for the reason that the construction of railroads in Western Australia is just about the same as the construction of decent macadamised roads, with this tremendous difference, that the railway is a revenue producing proposition from the time it is opened, while the road is an expenditure proposition from the time it is constructed. The results of the agricultural railways, up to date, as mentioned by the leader of the House, amply warrant the construction of further lines, and in this case there is more than ordinary justification. The line will pass through some of the finest wheat country in the State, and a continuous mineral belt of between 30 and 40 miles. It is true that the bulk of the mines are lying idle to-day, but there is one mine working, which employs 28 men, and it would employ 40 or 50 if the men could be got. The opinion of the owners of the mine is that it is one of the best lead mines in the State at the present time. But the wheat country, altogether apart from mining, would justify the building of this line, and the fact that there are settlers expecting it, compels the Government to take this action. I do not intend to take up any further time of the House, for good wine needs no bush. I have much pleasure in supporting the second reading.

Question put and passed.

Bill read a second time.

*House adjourned at 10.43 p.m.*