

Hon. G. B. Wood: You would not be here but for wheat and wool.

Hon. C. B. WILLIAMS: Why, we can grow wheat at Kalgoorlie like they do in England—at a price.

Hon. W. J. Mann: And you have the two-up school!

Hon. C. B. WILLIAMS: Am I permitted to answer that interjection, Mr. President?

The PRESIDENT: The hon. member need not take notice of interjections.

Hon. C. B. WILLIAMS: Then I shall let the matter go and content myself with once more urging members to support the Bill.

On motion by Hon. A. Thomson, debate adjourned.

## BILL—MEDICAL ACT AMENDMENT.

*In Committee.*

Resumed from the 5th September; Hon. J. A. Dimmitt in the Chair; the Honorary Minister in charge of the Bill.

Clause 2—Amendment of Section 11:

The CHAIRMAN: Progress was reported after the clause had been partly considered.

Clause put and passed.

Clause 3, Title—agreed to.

Bill reported without amendment and the report adopted.

*House adjourned at 6.7 p.m.*

## Legislative Assembly.

*Tuesday, 10th September, 1946.*

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

## QUESTIONS.

### RAILWAYS.

(a) *As to Type of Engine on Workers' Train.*

Mr. STYANTS asked the Minister for Railways:

Is it a fact that DM and DD engines had to be withdrawn from running the workers' train, Fremantle to Midland Junction, and were replaced with the old type DS engines, due to the inefficiency of the spark arresters on the new engines?

The MINISTER replied:

No. One DD engine was transferred from Fremantle to Perth, but other engines of this class are still running the workers' train.

(b) *As to HDD Spark Arresters.*

Mr. STYANTS asked the Minister for Railways:

What has been done regarding the union's request that HDD spark arresters be fitted on all engines as it is their claim that this is a more efficient type of spark arrester?

The MINISTER replied:

The HDD arrester has been fitted to a large number of locomotives with good re-

sults. Experiments with later types of arrester are in progress and promise even better results.

(c) *As to Sleeping Accommodation on Kalgoorlie Trains.*

Mr. STYANTS asked the Minister for Railways:

1, What additional comfort, above second class, is provided to first-class passengers from and to Kalgoorlie (when no coupe sleeping berth accommodation is available and four-berth compartments are used) to justify the charging of first-class fares and sleeping berths?

2, Will he give an assurance that intending passengers will be notified, when booking, that no coupe compartment accommodation is available?

The MINISTER replied:

1, First-class sleepers are provided with linen while second-class are not. The first-class AQ coach, which has four four-berth and two two-berth compartments, is more comfortable and better upholstered than its second-class counterpart, the ARS.

2, Bookings are accepted seven days in advance, and it is not always possible to foresee the type of first-class sleeping coach that will be available. Where the information is available, it will be given.

(d) *As to Locomotive Defects, Etc.*

Mr. STYANTS asked the Minister for Railways:

Is it a fact—

1, That axle boxes on DD type engines are not accessible to drivers for oiling?

2, That to remove water from the boxes on these engines requires several hours' labour by at least two members of the shed staff?

3, That the bogie pivots on these engines are of the same principle as the ASG, and not accessible for oiling?

4, That the abandoning of compensated springs on these engines means a retrograde step of at least 30 or 40 years, and the single springs, besides greatly inconveniencing the crew, also cause such defects to the engines as loose bolts and rivets and leaking tanks?

5, That the abandoning of above-the-journal oiling of axle boxes also means that

horn cheeks are not constantly oiled, which also adds to the rough riding of the engines?

6, That the new DD engines use three times as much axle oil as the old D type?

7, Is he aware that the E.D.F. and C. Union has made strong protest against the excessive width of locomotives recently built at Midland Junction?

8, Will he inquire into the injury sustained by Driver Cooke, of Bunbury, to his head on the 6th July, whilst working on a DM engine?

The MINISTER replied:

1, These axle boxes are oiled once per thousand miles by shed staff and do not require attention by drivers.

2, No. The boxes, whilst not readily accessible to drivers on the road, are readily accessible from engine pits in the shed.

3, Yes.

4, Independent springing is not a retrograde step. It does not cause inconvenience to engine crews, and has not been the cause of loose bolts, etc.

5, Horn cheeks are accessible for oiling by drivers. No complaints of rough riding have been received.

6, No.

7, Yes.

8, Departmental investigation indicates that Driver W. F. Cooke was struck on the head by a carriage door which had been left open by a passenger who had alighted unauthorised at Melbourne Road crossing, where train had been momentarily stopped by signals.

POLICE.

*As to Resignations, Dismissals, and Transfers.*

Mr. MANN asked the Minister representing the Minister for Police:

1, What number of police officers, including sergeants and constables, have left the Force since December, 1944?

2, What number, including sergeants and constables, have been dismissed since December, 1944?

3, What number of transfers, of all ranks, have taken place since that date?

The MINISTER FOR THE NORTH-WEST replied:

1, and 2, 68 resigned, 27 retired, three dismissed, three died.

3, 385.

### WATER SUPPLIES.

#### *As to Coolgardie Reticulation and Fire Hazard.*

Mr. KELLY asked the Minister for Works:

1, When is it anticipated that a start will be made with the renewal of the water mains and town reticulation in Coolgardie?

2, Is he aware that the fire hazard in Coolgardie is very great, and that if fire occurred in any of several buildings housing a number of people, the only water available would be through very corroded one-inch pipes?

3, Is it true that the proposed plan for reticulation of Coolgardie provides for the replacement of the existing centrally situated eight-inch main by two five-inch mains, and that all other side street pipes will be of one-inch only?

The MINISTER replied:

1, Pipe manufacturers will complete orders in hand in about four months, and will then commence the manufacture of pipes for Coolgardie replacements.

2, Yes, in some instances. The proposed rehabilitation will improve this position.

3, No. Any branching from the eight-inch main will be by two six-inch diameter pipes with a greater carrying capacity. Side street pipes will vary from four-inch diameter downwards.

### COUNTRY SCHOOL CHILDREN.

#### *As to Instruction During Seaside Holidays.*

Mr. TELFER asked the Minister for Education: What progress, if any, has been made by the Government with its proposals to provide facilities on the coast for the children from country areas to receive instruction whilst enjoying the benefits of a sojourn at the seaside?

The MINISTER replied: Considerable progress in the development of the scheme to provide seaside school camps for children of outback areas has been made by the

National Fitness Council and the Education Department working in collaboration. The co-operation of the Commonwealth Government has resulted in facilities being available for use at Albany and Point Peron, and it is anticipated that at the former place a scheme will be put into operation within five or six weeks, in which all small schools of the outback districts of the southern areas will be invited to participate. With regard to Point Peron, arrangements have been completed for the first group of inland children from Norseman and Merredin to use the camp during Show Week, from which time the camp should be fully occupied throughout the summer.

A complete statement regarding the Government's proposals will be made at a later date.

### TAXI-CARS.

#### *As to Licenses Issued to Owners and Drivers.*

Mr. LESLIE asked the Minister for Works:

1, How many taxi-cars licenses were issued in the metropolitan area, to other than proprietary or registered companies, for the period ending the 30th June in each of the following years, i.e., 1940, 1941, 1942, 1943, 1944, 1945 and 1946?

2, How many taxi-car licenses have been issued in the metropolitan area to other than proprietary or registered companies for the current licensing period?

3, How many taxi driver licenses were issued in the metropolitan area for the period ending the 30th June in each of the following years, i.e., 1940, 1941, 1942, 1943, 1944, 1945 and 1946?

4, How many taxi driver licenses issued in the metropolitan area are now current?

5, How many taxi owners, other than proprietary or registered companies, also hold a taxi driver's license, and how many taxi owners are actively engaged in driving their own taxi-cars?

6, How many individual taxi owners, other than proprietary or registered companies, were owners of more than one licensed taxi-car for the period ending the 30th June, 1946; and how many of such individual taxi owners have more than one licensed taxi-car for the current licensing period?

The MINISTER replied:

1, 1940, 79; 1941, 112; 1942, 151; 1943, 157; 1944, 229; 1945, 222; 1946, 218.

2, 235.

3, 1940, 555; 1941, 773; 1942, 894; 1943, 846; 1944, 975; 1945, 1,022; 1946, 1,202. (These figures include passenger vehicle drivers' licenses, issued for bus drivers, taxi drivers and drivers casually employed.)

4, 960 (also includes omnibus and casual drivers).

5, (a) 178, (b) 168.

6, (a) 20, (b) 31.

### **BILL—INCREASE OF RENT (WAR RESTRICTIONS) ACT AMENDMENT.**

I read a third time and transmitted to the Council.

### **BILLS (2)—REPORTS.**

1, Marketing of Barley (No. 2).

2, Factories and Shops Act Amendment.

Adopted.

### **BILL—TRAFFIC ACT AMENDMENT.**

#### *Second Reading.*

Debate resumed from the 5th September.

**MR. SEWARD** (Pingelly) [4.40]: I support the Bill. When introducing it, the Minister stated it was designed to deal with hit-and-run motorists and also to increase the penalty on drunken drivers. Both those objects are very laudable. They will tend to safeguard the public generally, and I cannot see that there can be any opposition to them. The whole purpose is to provide greater safety for both pedestrians and motorists. There is one matter, however, that has not been dealt with in the Bill and to which I wish to refer; that is, the general inspection of motors on the road, particularly in regard to lighting. Only yesterday I was travelling along a road and a car came towards me with one light. When a driver sees a vehicle approaching him in the distance with only one light, he naturally thinks that it is a motorcycle.

The Premier: It is usually on the wrong side, too.

**Mr. SEWARD:** That is so. When it is almost on top of him, the driver discovers it is a car and experiences difficulty in avoiding it.

There is another matter to which I particularly desire to refer, because I have been in communication with the department for a considerable time on the subject and no-one will take the slightest notice of anything that is said about it. I refer to cars that have three or four headlights. In one instance I saw a car with five! Number 62 of the Traffic regulations provides that a car may have two headlights showing a bright white light in the direction in which the car is going and one rear lamp exhibiting a red light. In addition, a car may have one pilot light for use on winding country roads. That is obviously the spotlight which one can switch around in order to see where one is going. If any member walks down the city any day of the week he will see a number of the later model cars and taxis with one or two big lights fixed on the front bumpers. That means from three to four headlights altogether. There is only one reason for that: It is to allow people to tear through the country at breakneck speed. Such people are a menace, not only to themselves but to everybody else. We are told to pull into the side of the road to avoid motorists of that kind, but with glaring headlights in one's eyes it is impossible to see the side of the road.

Going along Murray-street recently I saw a car with two headlights and three spotlights; that is, practically five headlights. Surely when the regulation states that there must be only two headlights, somebody in authority should take steps to have the extra lights removed from these cars. I remember that on one occasion I happened to be going down the street and I saw a Government official getting into a car. I spoke to him and then suddenly remembered to look at the front of his car. I saw that he had three headlights, and mentioned that I would refer to the matter during the Address-in-reply the following week. That, however, was not necessary; because when I saw the car next day, the third light had been removed, clearly showing that the man knew he was breaking the law. If it is necessary to introduce regulations concerning hit-and-run motorists and other offenders, it is equally necessary to

take action against people who break the law by having extra lights fitted to their vehicles. It is high time they were stopped.

These extra lights are not fitted to country vehicles but they frequently occur on vehicles in the city that appear to be newer models. There is no reason for it. There may be some question as to whether the regulations dealing with the focussing of the permissible headlights are correct or not. I was talking to one authority and he said they were fixed too low. If a car is provided with a dimmer it is all right. Whether some cars have dimmers or not I do not know, but if they have the drivers do not seem to think of using them in the country; and such people are an absolute menace to anybody else who happens to be driving along the road. I mention that matter in the hope that something will be done to enforce the law. There should be a uniform law for everybody. I do not see why some should comply with the regulations and others do what they like.

The Bill contains a regulation relating to the limitation of taxi drivers going from one district to another. I think that clause must have been drawn up by the Railway Department! Here again the unfortunate country man will be penalised. He was penalised when the State Transport Co-ordination Act was introduced and it was provided that he could not do this and he could not do that. Now we have a clause which, in effect, provides that one cannot use a taxi to go to Perth; because the vehicle may not pass through any road board area without permission from the local governing authority. If a driver goes from a country district to Perth he is permitted to take back the passengers that he brought down, but he cannot take anybody else back. That means he may have to go back with an empty car and the person he took down would have to pay double the fare. Some people have to travel by taxi.

Only last week an elderly lady asked me when a taxi would be going down to Perth. She did not want to risk travelling by train. In a Diesel coach some people want windows open and some want them closed. This lady would require them to be closed because she is somewhere over 80 and must not risk catching cold. Rather than take that risk, she wanted to travel by taxi. But if this Bill comes into operation it would mean that

she would have to pay double the usual fare because a taxi driver will not be permitted to take people other than the original passengers back to the district from which he came. In the metropolitan area drivers have a free go. They can travel from Armadale to Fremantle. It would not be so bad if this applied in all localities; but since the disadvantage is to be imposed on country taxi drivers, I hope the clause will be removed from the Bill before the measure goes through this House.

There is another provision whereby it is proposed to alter the present rule of licensing on the 30th June and it is to be made permissible for a car to be licensed on any day of the year. I cannot see any benefit in that. It is not going to make things easier for the road boards. I know the reason for the proposal, of course. There are hundreds of people lined up at James-street during one particular week waiting to renew their licenses. But surely that could be overcome. There is no need for all motorists to go to the one centre. If it is necessary, then all people whose names begin with certain letters could line up on one day and those whose names begin with other letters could line up on other days. Under the present system it is possible for a policeman immediately to tell whether a car is licensed. He knows that if a car exhibits a green ticket, it is licensed for a certain period and if it has a ticket divided by a line it is licensed to the end of December.

What is going to happen when a car may be licensed on any one of 365 days? It is not possible to have 365 colours. It will increase the difficulty of discovering whether a car has a current license. Our present system is simplicity itself. I do not see why people in the suburban areas cannot go to their local road board or council office and license their cars instead of everybody trying to get into one room in James-street. There is the petrol rationing office in Barrack-street, which could be used as an issuing depot, and there are various other places that could be similarly used. That would assist to preserve the simplicity of our present rules governing the licensing of cars. Those are the matters to which I desired to refer. I draw the Minister's attention again to the question of glaring headlights. The drunken driver is a menace, but he is no greater menace than the person who travels through the country with glaring headlights.

Action should be taken to ensure that there are not more than the regulation number of lamps on motor vehicles. There should also be a regulation to ensure that drivers dim their headlights when approaching another vehicle. With those reservations, I support the Bill.

**HON. N. KEENAN** (Nedlands) [4.51]: I am concerned at the increased severity of penalties indicated in the various clauses of the Bill. No-one in this House has any sympathy whatever with the hit-and-run driver but, whilst we have no sympathy with him, and whilst the House would be only too well prepared to increase the penalties that may be inflicted on hit-and-run drivers, this Bill proposes to make it compulsory for the bench to sentence any man, who happens to fill that role, to gaol for three months, without any discretion on the part of the magistrate. Yet there are none of us who are unaware of the fact that sometimes it might well happen that the hit-and-run driver is an almost innocent person. It was called to mind by the member for Kalgoorlie, that on a dark and rainy night one might well hit a bicycle-rider, who perhaps was travelling without lights, and not be aware of the collision. If there was a storm blowing, the noise of even a well-running car might be such that one would not hear the noise of a small collision. One would then be a hit-and-run driver and would have to go to gaol, no matter how well satisfied the magistrate might be that one had not the least intention of running away without rendering aid to the person injured.

Mr. Needham: There is some excuse for the hit, but none for the run.

Hon. N. KEENAN: A case could arise where the driver would not know he had hit anyone. Every car driver must realise that, from his own experience. I desire to see, in this Bill, some discretion left to the magistrate. By all means let us lay down penalties that are more severe than the existing penalties, and by all means, as far as the House is able to do so, let us instruct the magistracy to enforce the law strictly, but let us leave some discretion to the magistrate; let us leave him the right, where he is satisfied that the evidence of guilt is limited, to impose a fine, perhaps a nominal fine.

Hon. J. C. Willecock: That is what it is there for, to make the punishment fit the crime.

Hon. N. KEENAN: That is so, but in this Bill it is proposed to take away that discretion and make the magistrate an automatic machine for the pronouncement of sentence. I hope reconsideration will be given to the provision which makes it compulsory for the bench to sentence to imprisonment every person who is brought before it and convicted of this offence. Rather against the views of the member for Kalgoorlie, I am also of opinion that the provision in the case of drunkenness is somewhat severe. If the Bill is passed, it will be compulsory for every person, convicted of driving a motor vehicle while under the influence of liquor, to lose his license, and in some circumstances he may lose it altogether—on the third conviction. Again, no-one in this House has any sympathy with the drunken driver or, as he is sometimes called, the potential killer, but there are cases where the penalty imposed would be almost terrific. I refer to the case of a man convicted of being drunk while in charge of a motor vehicle as, for instance, a man whose living depends on the possession of a motor vehicle, a woodcarter. On a wet and cold day he might happen to take too much to drink. No matter how good a character that man might otherwise have, if the Bill is passed in its present form his license will be taken from him.

Mr. McLarty: If a woodcarter hit you, he would probably kill you.

Hon. N. KEENAN: He might, but the member for Murray-Wellington has not read the Bill, because, under its provisions it is not necessary that the woodcarter should be convicted of having hit anybody. It is sufficient that he is drunk in charge of the vehicle.

The Minister for Lands: It is not necessary for him to get drunk.

Hon. N. KEENAN: The vehicle in possession of which he is at the time need not even be moving. If a policeman saw him and thought he was drunk, and took steps to find out whether he was drunk, he could be convicted, even though the vehicle was not moving at all. It is not necessary that he hit anybody or do any damage, either to property or person. He has only to be

convicted of being drunk in charge of a vehicle, and automatically his livelihood is taken from him.

Mr. Styants: Have you read Section 31 of the Act?

Hon. N. KEENAN: That section covers a great deal more than most members realise, because it deals, among other things, with drovers of cattle. They do not know what will be their future destiny if they drink a little too much. It is provided that any person, attempting to drive a motor vehicle or to drive a horse or other animal or drove of animals, who is under the influence of liquor to such an extent that he cannot properly handle the motor vehicle or animal or drove of animals, is liable to lose his license for three months.

The Minister for Works: Does a man require a license to drove cattle?

Hon. N. KEENAN: We are amending Section 31, and it provides that.

The Minister for Works: It provides what?

Hon. N. KEENAN: What I have just read.

Mr. Rodoreda: They cannot cancel a license that a man does not have.

Hon. N. KEENAN: The provision is that any person when driving or attempting to drive a motor vehicle—

Mr. Rodoreda: In motion?

Hon. N. KEENAN: —or when in charge of a horse or other animal, who is under the influence of liquor to such an extent as to be incapable of having proper control of the vehicle or animal, shall be guilty of an offence. Has that provision been amended? If it has, I confess that I am not aware of the fact.

The Minister for Works: I suggest that a man does not need a license to drove cattle.

Hon. N. KEENAN: No, but it is an offence and, unless the section has been amended and the portion dealing with horses and cattle struck out, the offence remains.

Mr. Doney: I think the drover of cattle is not exempt from the punishment set out in the Bill, despite what the Minister says.

Hon. N. KEENAN: The section says that such a person shall be guilty of an offence —unless that provision has been amended. If it has not been amended that provision remains the law today.

The Minister for Works: The Bill only proposes to cancel the licenses of drivers convicted under that section.

Hon. N. KEENAN: Is there not such a thing as a drover's license?

The Minister for Lands: Not for driving cattle. The only license a drover has is his dog license.

Hon. N. KEENAN: Is that the only license he has?

The Minister for Lands: Yes.

Hon. N. KEENAN: It is not a matter to which I wish to draw a great deal of attention, because I have no doubt that the police would never dream of charging a man, who was driving cattle, with an offence because he had imbibed an extra amount of Australian beer. What I do say is that undoubtedly the offence of being drunk while licensed to drive a motor vehicle can be, in some cases, a very simple matter. A man may be just outside the hotel door and may be getting into his car or truck. A policeman may decide to make an examination and he ascertains that the individual may have had more liquor than was good for him. That man may be taken before the magistrate and he may lose his license for three months.

Every member would willingly agree to increasing the penalty to a high degree of severity to meet cases where there had possibly been actual reckless driving and the individuals concerned were shown to be drunk—even though no accident may have happened. On the other hand, if we leave no discretion to be exercised by the magistrate the penalty provided must be applied although in circumstances that do not justify it. I trust that when the Bill is dealt with in Committee discretion will be left with the magistrate. There is another matter embodied in the Bill that I will deal with in Committee but, as I have discussed it with the Minister and he agrees with my point of view, I shall not occupy the time of members in commenting upon it. I trust members will not leave the legislation in such a state that a magistrate, however satisfied he may be that the breach

of the law committed has been a minor one only, will have to impose the penalties set out in the Bill.

On motion by Mr. Graham, debate adjourned.

## ANNUAL ESTIMATES, 1946-47.

### *Message.*

Message from the Lieut.-Governor received and read transmitting the Annual Estimates of Revenue and Expenditure for the financial year 1946-47 and recommending appropriation.

## FINANCIAL STATEMENT, 1946-47.

### *In Committee of Supply.*

The House resolved into Committee of Supply to consider the Estimates of Revenue and Expenditure for the year ending the 30th June, 1947, Mr. Rodoreda in the Chair.

### THE PREMIER AND TREASURER

(Hon. F. J. S. Wise—Gascoyne) [5.4]: An effort has been made this year to introduce the Budget a little earlier than usual. In placing before members the financial position for this year, I feel that our estimates may be subject in many respects to more than usually uncertain factors. There are very many things that are not measurable and, as far as possible, in framing these Estimates all matters that are calculable have been noted and in some other respects anticipation has been resorted to.

### *The War and Its Aftermath.*

The war has now been finished for approximately a year. Although rapid progress has been made with demobilisation, the unemployment, which we feared and to meet which we planned, has not been apparent. In fact, some of our industries are still desperately short of manpower and many public and private activities are vitally affected. This inevitably seriously affects our vital and productive industries and I am afraid there is a great deal of money power being utilised in non-essential avenues. Money is still comparatively plentiful and savings bank deposits continue to be high. Restrictions of business activity are imposed not by a shortage of capital or money, but by scarcity of goods

and materials. Some luxury goods are in very generous supply. In fact, recently I noticed in the display window—it was not in this State—of a well-known firm conducting a large emporium, fur coats the price of which ran from 196 guineas to 300 guineas. Very many articles of non-essential character are still displayed, firms unfortunately specialising and inducing expenditure that favours industries of a not very essential character.

### *Keen Demand for State's Products.*

For almost all commodities which the country can produce a keen demand still exists. Particularly does this apply to our primary industries. The world is still crying out for the food which we can produce, and satisfactory prices prevail. The period for which these prices continue will have a vital effect upon the State's revenue as it affects so many activities and industries in Western Australia.

### *Increased Governmental Costs.*

The cost of maintaining and expanding the services which the State provides, continues to rise. Not only has the cost of providing the same service risen but in many directions we have increased and expanded our activities. The Government takes the view that, despite increasing costs, where it is essential for progress expansion shall continue. Many of our departmental figures, which will be placed before the Committee by the appropriate Ministers, will illustrate that point. For instance, there is the Education Department, the Vote for which has risen from £772,656 in the year 1939-40 to £1,144,000 for the present year. Very many progressive ideas have recently been given effect to in connection with our system of education, and the Minister in charge of that section of the Government's work will considerably elaborate the points when he introduces his Estimates.

### *Partial Continuance of Price Control.*

Despite the outstanding success of price control, the cost of materials also maintains its upward trend, with the result that all departments utilising materials incur added expenditure. In the main, we have still refrained from increasing our charges on the principal utilities such as the railways. In



many activities the Government gives direct benefit to the community in providing services at a figure less than cost. The mention of price control brings to mind the necessity for the continuance of some aspects of that control. While action has been taken to abolish most of the irksome wartime control as quickly as possible, it is generally agreed that a few must remain with us. To relinquish all controls would materially benefit the few but prejudice very many others in the community. As was indicated by the Minister for Labour in introducing a Bill last week, this matter was discussed at a recent Premiers' Conference at which there was revealed a unanimity of opinion that control over prices, rents and capital issues, for instance, must continue if we are to maintain our economic stability. Discussion there centred round the continuing of control for a further period, and the Commonwealth legal officers are now examining the situation. In many respects some adjustments will be necessary to the basis adopted, but in general principle these controls must continue for some little time.

#### *Restriction of Inflationary Tendencies.*

Governments have a great responsibility to restrict where at all possible any inflationary tendencies. Particularly have they that responsibility in the interests of those sections of the community not so fortunately circumstanced as others. Apart from local needs, there are external factors which have a very important effect upon Western Australia in particular, because such a high percentage of our wealth comes from production for export. Thus, beside the question of internal controls for Australia and for Western Australia in particular, there is for us a very close alliance, as regards the State's future welfare, with all moves that are made for securing international trade treaties or agreements with nations that normally purchase our primary products. At the moment Australia has several very talented and able representatives abroad negotiating trade treaties with the Dominions as well as with foreign countries. I could mention the names of such men as Frank Murphy and Edwin McCarthy, both of whom have been closely associated with this work from the Ottawa Conference onwards and can be relied upon to look after Australia's interests in that regard.

#### *Uniform Taxation.*

I would like to deal at some length with the effect of the past upon the present and the future, of the application of the system of uniform taxation. During the financial year just ended, the Commonwealth Parliament passed legislation which had the objective of making permanent the scheme of uniform taxation entered into in 1942 as a war measure. When in that year the Commonwealth Government asked the States to agree to a scheme of uniform taxation, the Prime Minister urged that the scheme should be adopted because it would be of assistance to the Commonwealth Government in raising more revenue for the prosecution of the war. The States refused to consent but the Commonwealth proceeded to impose the scheme without their concurrence. The legality of this procedure was subsequently challenged by Victoria, South Australia and Western Australia. The High Court decided that the legislation was legal, and in his comments on the decision the Chief Justice stated that where the Commonwealth and State Governments had claims on a taxpayer the claims of the Commonwealth Government had priority over those of the States. One effect of this statement by the Chief Justice is that the Commonwealth Government can enforce a scheme of uniform taxation on the States even on the Commonwealth's own terms.

#### *Carrying Out of Essential Services.*

The constitutional position, however, could not preclude the States from ensuring that sufficient revenue would be available to them to carry out their essential services. I think it likely, Mr. Chairman, that much will be heard in later days on that aspect; but that was the position facing the State Premiers when they met in Canberra in January of this year and the Prime Minister informed them that it was the intention of the Commonwealth Government to make the scheme of uniform taxation permanent. Of course, the Commonwealth was buttressed by the High Court's decision when the States strenuously opposed this policy and, although some comment has appeared in certain newspapers that the States gave way, the position is that we have not accepted uniform taxation. That taxation has been imposed by the Commonwealth and, supported by the High Court's decision, the Commonwealth

Government declined to consider the States' further representations. At the meeting in January it was obvious that the only course left to the States was to make sure that the maximum possible contributions from the general pool of taxation were to be available to them.

Mr. Doney: How did the Commonwealth answer the charge that the change should only be temporary?

The PREMIER: The Commonwealth made it clear that the States were responsible for the challenge; and, since the Commonwealth has applied uniform taxation to the States and the States have disagreed with what was offered to them, there was no obligation remaining to the Commonwealth after that challenge.

Mr. Doney: Except that the Commonwealth's pledged word still remained.

The PREMIER: I have indicated to the hon. member the attitude of the Commonwealth when challenged.

#### *Scale of Compensation.*

The proposal for the permanent scheme of uniform taxation submitted by the Prime Minister to the State Premiers was that the existing scale of compensation should be continued; that the rights of the States to claim additional compensation, which existed under the legislation passed in 1942, should be withdrawn; and that the only additional amount payable would be in respect of additional expenditure incurred by the States on social services up to a limit fixed by the Commonwealth. At that time the plan of the Commonwealth was freely publicised. It will be remembered that the Commonwealth made a suggestion that the limit of social service allowances to the States over a period of years was to be 95s. per head. Obviously, that would impose an exceedingly serious hardship on some of the States not only as a general principle but as an amount to be paid by the Commonwealth. The proposal was unacceptable to the States.

#### *Compensation Paid to States.*

The total amount of compensation paid annually to the States under the 1942 legislation was £34,255,000; and after protracted discussions the State Premiers were able to induce the Prime Minister to increase the compensation to £40,000,000. There has

been, too, very much publicity on that point. I do not wish to dwell on the opinions which were expressed and which, in the main, were personal opinions of newspaper men who were present. The sum of £34,255,000 had been distributed amongst the States on the basis of the average of the State collections of income tax for the two years ended June, 1941. When these amounts are reduced to a per capita basis—I do not intend to give the figures for all of the States, but will a little later give all the figures for the States on the present allocation—the differences between the States are very marked; for example, the compensation paid to New South Wales was at the rate of £5 6s. 4d. per head, whereas Victoria's compensation amounted to £3 8s. 1d. per head. Those figures refer only to the four years just past. This wide difference is due to the fact that the State Government of New South Wales taxed its people more heavily than did the Victorian Government. As a matter of fact, I think that Victoria, with its vast resources and its large accumulation of wealth in a confined area in Australia, was really the golden egg sought by the Commonwealth in invading the field of taxation by the uniform taxation method.

#### *How Compensation Should be Allotted.*

After the Prime Minister had agreed to increase the compensation to £40,000,000 there was naturally a great deal of discussion amongst the State Premiers as to how the amount should be allocated between the States. Those States which had enjoyed low taxation prior to 1942 naturally wished to see the compensation distributed on a strictly per capita basis, whereas those States which had imposed heavy taxation desired that the compensation should have a closer relationship to the "per capita" collections of taxation for the two base years. In considering an allocation on a population basis it was obvious that Western Australia had a special case and this I strongly pressed. We have a small population and a large area to administer; much of our development can only be achieved by the employment of loan moneys, and we must, in the application of revenues, be enterprising in a developmental sense. It was accordingly vital that every argument which could be adduced and submitted because of our scattered population, and serious difficulties in administration, had to be strongly urged. There is nothing new

in that principle being accepted by the Commonwealth Government, as it has been recognised in the distribution of the moneys under the Federal Aid Roads Agreement, where three-fifths of the money is divided on a population basis and two-fifths on an area basis.

### *Sparse Population and Big Area.*

It has also been recognised by the Commonwealth Grants Commission, which, in considering the cost of social services, allowed an increase of 7 per cent. in the population of Western Australia to compensate for the disabilities of a sparse population and a big area. It was finally agreed that the population figures should be weighted according to the density of population in local government areas. The formula is somewhat complicated and there is no need for me to go into the details of it here. Suffice it to say that the application of the formula is to have regard for our sparse population and wide areas. Although this is to be applied as a base for seven years, it is not to apply immediately. The distribution of the £40,000,000 over the two financial years ending in June, 1948, is on a basis mutually agreed between the Premiers; and I am pleased to say that I was able to obtain a very satisfactory share for Western Australia. I do not wish to stress unduly our achievement at the conference, as the figures which I will submit speak for themselves. The total sum, in addition to the amount based on the two years prior to 1941, was increased by £740,000. The following figures will show how the £40,000,000 is distributed per head of the population:—

		£	s.	d.
New South Wales	..	5	12	11
Victoria	.. ..	4	7	6
Queensland	.. ..	6	1	6
South Australia	..	5	9	4
Western Australia	..	6	16	10
Tasmania	.. ..	4	17	11

The figures quoted are not the allocations which would result from an application of the weighted population figures formula to which I have referred. It was agreed that the present distribution of the £40,000,000 should apply for two financial years, that is, until the end of June, 1948, after which the distribution would move towards the weight-

ed population figures over a period of ten years, that is, by one-tenth for each year until the distribution was on a weighted population basis. It was also agreed with the Commonwealth that the total amount of compensation now fixed at £40,000,000 should not at any stage be reduced below that figure, nor should the present per capita distribution be reduced so far as any State was concerned, but that the total amount of compensation would increase with increases in the population and increases in the national income.

### *The National Income.*

In regard to increases in the national income, it was agreed that one-half of such increase should be applied to raising the total amount of compensation to be paid. The movements in the national income will be measured by the collections of payroll tax based on the average earnings of workers employed. It will be seen from this that the States should receive as compensation at least as much as they would have collected if they had had the right to impose their own rates of taxation, on the assumption, of course, that the rates of taxation were not raised above the level existing when uniform taxation was introduced in 1942. There is a safeguard, too, in that should there be unemployment in the future the States will not lose compensation, as the measuring rod applied to the movements of the national income will be applied only to the employees working.

### *Increase for Western Australia.*

The net effect, so far as Western Australia is concerned, is that we will receive this year an amount of £3,384,000 instead of £2,644,000 which we have received annually since 1942. In addition, the amount we will receive per capita will be greater than that of any other State and considerably greater than that of some of the States. While these factors speak for themselves, I think it is clear that Western Australia emerged very satisfactorily from the negotiations. An increase of £740,000 will be the direct payment from the uniform taxation pool to this State for the period of the first two years prior to any adjustment, and thereafter the payment will be subject to the formula I have mentioned.

*Commonwealth and State Relationship.*

Speaking in a general way about uniform taxation, I might say that the action of the Commonwealth Government in making permanent this scheme of uniform tax profoundly affects the financial relationship of the Commonwealth and the States. Though I am not in agreement with those who see in uniform taxation the end of the States, I am very conscious of the fact that the loss of the right to impose income tax can be a serious blow to the sovereignty of State Parliaments. It is inconceivable that State Governments would, even if they could, have increased substantially income tax rates to a point which would have returned to the Treasuries a greater amount than they will receive under the present scheme, but State Treasurers are now denied the right of violently, or gently, adjusting or varying their finances by the incidence of taxation to suit their particular policies or requirements. There can be very little elasticity in regard to the amounts that are available to the Treasurers to spend from the uniform taxation pool. Therefore there is in this factor, which requires flexibility and not rigidity, a very circumscribing influence upon the States' revenue generally. Variations in the incidence of taxation will now be the prerogative of the Commonwealth Government.

*Uniform Taxation and Premiers' Conference.*

In the discussions at the Premiers' Conference in January it was agreed that a review of the present method of determining the gross aggregate amount of compensation and its distribution amongst the States could be sought at any time after the expiration of seven years from the 1st July, 1946, by either the Commonwealth or the State Governments. If, however, there is a major change in Commonwealth-State relations, having an effect on State relations, caused, for example, by (a) a substantial alteration in the powers or functions of the Commonwealth or of any State or States; or (b) the assumption of major new responsibilities by the States, due to defence needs or any other cause, either the Commonwealth or a State may seek a review of the basis of reimbursement before the expiration of the period of seven years.

Mr. McDonald: Does the Grants Commission still function?

The PREMIER: Yes, because it operates solely under Section 96 of the Constitution. I will explain later, when dealing with the deficit of last year, just what its functions are and will continue to be irrespective of the now latent Section 6 of the Taxation Reimbursement Act.

Hon. W. D. Johnson: This particular review could not take place until after 1946.

The PREMIER: That is so. The possible serious and profound effects on the future of the States, prompt me to deal, in this Budget Speech, with the present difficulties and the attempts to safeguard the future which were made by the Premiers of the various States.

*January Conference of Premiers.*

During the proceedings of the conference in January I urged that the time had arrived—in fact was overdue—for a review of the Commonwealth and State financial relations, and I submitted a motion that such review take place. At that time the general feeling of the Premiers was that my motion should be accepted but it was considered that the matter might remain in abeyance for discussion at a future conference. I do not wish to stress, in the course of this speech, the variations in the financial relationships between the Commonwealth and the States since the initial Braddon clause—from the time of the per capita payments or since the Financial Agreement—but I think it is necessary that all the things, which have had an influence on all State finances—where States have violently changed from surpluses to deficits—exclusive of taxation revenue resources, should be closely examined.

Hon. W. D. Johnson: Was your motion influenced by State economy or the fact that we had reached 1946, or both?

The PREMIER: It was influenced by the very obvious necessity to safeguard the finances of the States for the future, and to make sure that the many factors which seriously influenced, and are likely to influence State financial operations—even outside of uniform taxation—would be dealt with.

Hon. W. D. Johnson: Then was 1946 just an opportune period?

The PREMIER: I think that such an examination is long overdue.

Hon. W. D. Johnson: So do I.

The PREMIER: When the Premiers met three weeks ago I again submitted my motion, though I varied it from the one originally put forward. It was to the effect that prior to such a review taking place a meeting of Treasury and other appropriate officers should be held to prepare a statement showing the budgetary results of the Commonwealth and the States since Federation, with any recommendations which the officers cared to make for the improvement of the States' financial position. This motion was carried unanimously. It received the support of the Prime Minister, and the officers have been instructed to submit their report to the next Premiers' Conference.

#### *Financial Relations with Commonwealth.*

I am hopeful that when the Premiers meet again, it will be possible to agree on the appointment of some tribunal to review the financial relations of the Commonwealth and the States in order to put them on a more satisfactory basis. It may be, of course, that the Premiers themselves in the light of the report submitted by the officers, will be able to agree on a basis of improved relationships. The attitude of the Prime Minister is encouraging and the favourable statement which he made while in this State was very welcome. My own view is that it will not be possible to arrive at a distribution of resources and powers of Commonwealth and States that can remain fixed for all time, or even for a lengthy period. Therefore it will be necessary to be prepared to give consideration to the inevitable changes that will take place, which will affect this basis. It may be that some body should be set up which will have under review the relationships of the Commonwealth and the States either regularly or at infrequent intervals. If the officers are able to put forward from their close attention to these problems in the past and their close contacts with the difficulties of the present, a submission which could be regarded as "terms of reference," I am sure that the most difficult stage would then be over because it would mean the selection of the appropriate person or persons to whom this matter could be referred.

#### *A Thorny Problem.*

I admit that the problem is a thorny one, and the solution of the present difficulties will not be easily found, but it must be sought. If, however, the problem is tackled in that spirit I am optimistic enough to believe that in the end a foundation will be laid for the advancement of Australia which will make for the betterment of Australia and more particularly for the people now living in the less developed areas. I feel that the step taken is at least a move in the right direction, and I am looking forward to the consideration of what I have termed the "terms of reference" which the officers, from their knowledge of the historical facts since the framing of the Constitution, will show to the Premiers assembled.

#### *The Year 1945-1946.*

As members know, the year 1945-46 closed with a deficit of £912,559 as against an estimated deficit of £207,090. I do not intend to weary members with a detailed statement of the items of revenue and expenditure as compared with the estimates. These figures will be found in the Budget tables and any information required can be sought when the departmental estimates are being discussed by the appropriate Ministers.

#### *Revenue.*

The actual revenue was very close to the estimate, being below the amount estimated by only £3,906 out of an estimate of £13,500,000. It is true that there were individual variations, but in the main the estimate of revenue proved to be very nearly correct. Taxation receipts were £138,000 greater than was anticipated, mainly due to the increased collections of totalisator duty and stamp duty. The earnings from public utilities were £78,000 below the estimate, largely due to a decline in receipts from the railways of £106,000, as compared with the estimate, which was offset by small increases in the other utilities. Last year's figures were framed just before the war ended. Although it was obvious that there would be not much difference in the items of revenue, many of which were almost measurable, there were many items of expenditure which, at the time of the framing of the Estimates, did not enter into the calculations. As a result there was an increase in the anticipated deficit from £207,000 to £912,000. Whatever

happened was deliberate and, I can assure the Committee, can be amply justified.

### *Departmental Expenditure.*

Departmental expenditure, which was estimated at £3,958,000 reached the figure of £4,340,000—an increase of £382,000. The department principally responsible for that increase was the Treasury, where the actual expenditure exceeded the estimate by £173,000. As a matter of fact, some of the accounts, which were not complete at the time of the closing of the year's figures were included; and all that were available and could be certified to at the time were included in last year's figures. The main items causing this increase were a loss of £88,000 in the operations of the State Shipping Service, which was included in last year's figures, a special grant of £15,000, which was paid to the Reforestation Fund, and a grant of £10,000 which was made to the Lord Mayor's Appeal for Food for Britain. In other departments there were varying causes for increased expenditure.

The re-employment of permanent officers returning from the Services and who replaced temporary officers—many of whom were females—caused considerable increases as also did the reclassification of the Public Service which was made retrospective to the 1st January of this year. Public utilities expenditure exceeded the estimate by £313,000. Here the railways and electricity supply contributed to most of the increase, the former exceeding the amount estimated for expenditure by £141,000, and the latter by £79,000.

### *The 1945-46 Deficit.*

As members know, and as was freely stated prior to the close of the financial year, the State Government had the opportunity on this occasion to make approaches to the Commonwealth Grants Commission as the special tribunal appointed under Section 6 of the States Grants (Income Tax Reimbursement) Act to give consideration to the repayment of any deficit incurred by the States. Such an application was made by us. As provided under Section 6 of the Act, all our figures had to be justified, and it is obvious that we proved our case, for we have already received payment of the £912,559 from the Commonwealth Government.

Mr. McDonald: Were there any other claimant States asking for the refund of their deficits?

The PREMIER: There were also South Australia and Tasmania. I understand this was the only State in connection with which the account was met in full. It was a very pleasing cheque indeed to receive, especially as the year 1945-46 finished with a balanced budget so far as the public accounts were concerned. The whole of the deficit was recovered and the State and its people did not owe the deficit. It is in a way very unfortunate that the legislation which gave us the right to make this application has now been repealed. It will not be possible this year to have any deficit to be repaid in that way. The Commonwealth Government in the re-introduction of legislation to apply the uniform taxation proposals has not included that appropriate section.

### *Anticipated Deficit for 1946-47.*

In connection with the figures for 1946-47, the Estimates for this year anticipate a deficit of £186,808. The revenue is estimated at £13,906,000, and the expenditure at £14,093,000. I will run briefly through the main headings of the Estimates. On the taxation side, the receipts have been estimated at £4,353,000 as compared with £3,612,000 received last year, an increase of £741,000, almost the difference in the increased amount to be received from uniform taxation. That variation is brought about almost entirely by that increased sum. Last year we received £2,644,000 for compensation in lieu of our right to impose income tax and entertainment tax. This year we shall receive £3,384,000, an increase of £740,000. This compensation includes the amount paid in lieu of hospital tax, and an amount of £325,750 which will have to be paid from revenue to the hospital fund. It will be noticed in examining the Estimates that I have allowed for a slight reduction in totalisator duty. The amount collected last year was £172,000, and I have estimated that we should receive £157,000 this year, a decrease of £15,000. I think the receipts from the totalisator duty were, and perhaps in a previous year, swollen considerably by the spending of oversea Servicemen, and in later years by the investments of our own

returned Servicemen who have had money to spend.

Mr. McLarty: There will be more racing this year.

The PREMIER: There may be less money to spend, in spite of there being more racing, and the turnover on the totalisator, which is estimated at about £1,000,000, may be considerably less. Territorial revenue is estimated at £383,000, as against the actual collections last year of £354,000. An increase of £20,000 has been anticipated in the receipts from timber and £9,000 in the receipts from the mining industry. Departmental revenue is estimated at £1,275,000, as against actual collections last year of £1,259,000, an increase of £16,000.

#### *Increased Commonwealth Grant.*

One of the considerable variations in the Budget figures is in the revenue. The revenue from the Commonwealth is expected to be greater by £150,000 than the amount we received last year; that is, excluding the special grant to clear the deficit which we received under Section 6. This variation of £150,000 is my estimate of the additional amount we will receive from the Commonwealth Government as a special grant under Section 96 of the Constitution. That is, I anticipate, based on the case we have presented and the figures which will be used by the Grants Commission in assessing our grant, that our grant this year will be increased from £950,000 to £1,100,000.

Hon. J. C. Willcock: There was a balance carried forward from last year, was there not?

The PREMIER: There is a carry-over balance of £157,000. These figures can only be an estimate at this stage, based on our anticipation of the value placed by the Grants Commission on the case we have presented. I assure the Committee that a very strong case was presented to the Commission, and I confidently expect that we shall receive that additional sum. The figure will not be made available until the Bill to appropriate whatever money is recommended or allowed by the Grants Commission is before the Commonwealth Parliament. I feel confident that we shall get an increase, and I have no doubt that there will be no reduced grant. The variation of £150,000 does show a substantial uplift in our revenues for this year.

#### *State Trading Concerns.*

The revenue from State trading concerns is estimated at £97,000, as against £71,000 received last year. It is anticipated that we will get additional revenue from the State Sawmills and from the Wyndham Meatworks, which are again in operation. Although the Government ran a considerable risk in its endeavours to reopen the latter utility as quickly as possible, it is obvious from the results that all our activities in that direction have been amply justified. We had to make certain that we could get not only the machinery and plant reconditioned but have all preparations ready to re-open the season. The result is that this year we have approached normality in the operations of the works. The Government is confident that there will be a great opportunity for us considerably to expand these works in the ensuing years. We have this year, therefore, varied our Estimates fairly substantially in anticipation of what is to be received from that utility.

#### *Earnings from Public Utilities.*

The earnings from public utilities generally are estimated at £6,097,000 compared with the actual collections last year of £6,651,000. The decline in this year's figures is due to the fact that the receipts from the Electricity Supply Department are no longer embodied in the public utilities, as the activities of the Electricity Supply Department have been taken over by the Electricity Commission. No figures of gross receipts and payments appear in the details of the Estimates. Last year we received £580,000 in revenue from the Electricity Supply Department, but that figure does not occur on this occasion in the Estimates. I shall have something to say later on the move which the Government initiated in handing over this undertaking to the Electricity Commission and express our hopes and concern, too, in connection with the future operations of the Commission. It will be noticed that the Goldfields Water Supply figures are expected to be £23,000 greater than they were last year, mainly due to the activities in the gold-mining areas. In addition, it will be noticed that the State Batteries figures are expected to yield £65,000 more than last year. Both these increases are directly concerned with the increased activity and expansion of the goldmining industry.

### *Railway Department's Revenue.*

The Railway Department's revenue has been set down at £4,100,000 as against the collections last year of £4,143,000. At least £43,000 will represent the difference between the earnings from Military traffic. It is hoped that generally the variations in the railway figures will not be considerable and that we shall be able to keep at least the volume of traffic that we handled last year. On the expenditure side, the estimate is £4,093,000, as compared with the actual expenditure last year of £4,407,000. The expenditure under special Acts has been set down at £4,638,000. That represents a decrease of £17,000 on last year's figures.

### *Satisfactory Conversion Loan.*

There are variations due to the lower expenditure on interest because of the very satisfactory conversion loan which was carried out two years ago and which effected a net saving of £99,000. The actual interest saved on that operation was £129,925. Sinking fund added liabilities amounting to £30,000 odd and this reduced the benefit—a very substantial one—to £99,000 as the net saving from that one conversion.

### *Effect of Interest Burden.*

I point out just how serious is the annual interest burden on the State Budget. The interest on sinking fund charges charged to revenue last year was £4,083,814, representing a sum which I think shows how important it is to be careful in the investment of loan moneys in any State, and particularly in a State where development is so costly. It is a very serious imposition on a Budget of £14,000,000 that £4,083,814, the figure for last year, should be a direct charge on revenue.

### *Departmental Expenditure.*

Without going into the items of all the departments, which I hope will be amply covered by Ministers, I would mention a few of those representing increases in the major departments. For the Lands Department, the expenditure is set down at £121,000 as against £86,000 last year, an increase of £35,000. That increase is largely due, though not wholly, to the increased cost of the land settlement scheme which this State is administering on behalf of the Commonwealth. It is anticipated that there will be some in-

creases above that amount in connection with work that the State has undertaken on its own behalf, as well as in the particular section of the Lands Department that is undertaking the task for the Commonwealth Government. The Chief Secretary's Department shows an increase of £8,000 compared with last year, and the Crown Law Department an increase of £22,000. The latter item is one to which perhaps the Opposition might give consideration. In the main, it is due to the anticipated cost of the elections. If the Opposition would prefer that that sum be spent in some other way, I am sure the Government would be prepared to listen to any representations made by them.

Mr. Doney: Have you any suggestions to put up yourself?

The PREMIER: I think the status quo might be safe. The Education Department shows a substantial increase in expenditure. Last year was the first occasion in our history when that department's Vote exceeded £1,000,000. That is a very creditable sum for a State of under half a million people. This year the expenditure has been set down at £1,144,000, an increase of £141,000 over last year's expenditure. The reclassification of teachers is expected to cost this year £58,000, and the rehabilitation and re-establishment of teachers back to their permanent positions is estimated to cost an additional £20,000.

### *Progressive Developments in Education.*

Some mention has been made by the Minister for Education of certain progressive developments in his department. A living-away-from-home allowance will be paid to the parents of scholars living in outlying districts to enable the children to attend better types of schools than has been possible under previous conditions. Considerable progress has been made by the department during the year in developing an integrated system of education offering facilities to country as well as city children, and several important steps have been taken to level up the inequalities that prevailed between the two sections of the community.

For children living in parts so remote that education is costly and difficult or is possible only by means of correspondence lessons, either in the home or by their living away from home, special provision has been made for paying living-away-from-home allowances



of £15 per child per annum in the South-West Land Division and £30 per child per annum for other portions of the State. Some people might regard this as a very daring step, but the Government considers that it is vital in the interests of the children for them to have the opportunity that this allowance affords.

#### *Appointment of Itinerant Teacher.*

Recognising that the difficulty of supervision is the drawback to education by correspondence, an experiment has been introduced whereby an itinerant teacher is being tried out in the North-West, and the results so far are very encouraging. The department intends to make more appointments of this sort. The personal letters of appreciation that have been received are very heartening. Mothers have written appreciatively of the very great assistance thus accorded to them and of the benefits that are accruing from the visits of this teacher, enabling them as it does the better to understand not only the correspondence lessons but also the systems of teaching. Much will depend upon the type of person appointed for this work, but fortunately the first selection made by the department from a large number of teachers has, according to the reports we have received, proved 100 per cent. successful.

#### *Visual Aids in Education.*

Visual aids are being provided as an advance in educational practice. In this connection considerable preparatory work is being done by the State's visual education officer. The Government is having every modern trend in the development of education carefully examined and, in the matter of visual aids, is exploring the practices, not only in other States of the Commonwealth, but also in other countries in the hope of being able to adapt them to the needs of this State. By using visual aids in education, we shall be able to give children added opportunities wherever we can apply the system and finance it.

#### *University of Western Australia.*

The expanding needs of the University will throw an additional burden on the Budget. With the return from the Services of many University students and with the rehabilitation training offered to those who are eligible to undertake a University

course, the number of students in attendance at the University this year constitutes an all-time record. The figures will be dealt with by the appropriate Minister, who will show that our University at Crawley is catering for very large numbers of men who have been discharged from the Services and who are receiving tuition under the Commonwealth rehabilitation scheme.

Mr. J. Hegney: Will the University expenditure exceed the £40,000 of former years?

The PREMIER: Yes, by quite a considerable sum. During last year the Government provided the money necessary to establish a Chair of Dentistry, and a Professor of Dentistry has been appointed. Two lecturers will be appointed soon. Thus the teaching of dental students will be materially improved and the efficiency of the dental services in this State will be substantially increased.

#### *Proposed Medical School.*

Discussions have been proceeding for a long time between the University authorities and the Government regarding the possibility of establishing a medical school. This proposal has received much publicity. The attitude of the Government has been one of probing the proposal very carefully and examining all the pros and cons. We invited Professor MacCallum, Dean of the Faculty of Medicine in the Melbourne University, to visit Perth—he is here now—for the purpose of reporting to the Government on the need for and the cost of providing a medical school. If the school be established, the cost will be heavy, and additional financial assistance will have to be found for the University. I do not wish to initiate any debate on the subject. All I can say is that the Government is examining the proposal, weighing all the pros and cons and investigating every avenue before committing itself to the establishment of a medical school.

#### *University Teaching Staff Salaries.*

One phase of University administration that has led to increased expenditure has been a reclassification of the salaries of the University teaching staff. This matter was thoroughly examined by the Public Service Commissioner and the Director of Education, and information was sought from

other authorities who could draw fair comparisons before the additional amounts were approved by the Government. The increases are to take effect as from the 1st January next, and the grant to the University will be increased to meet the added cost.

#### *Police Department.*

The estimated cost of the Police Department is £327,000 as against an actual expenditure of £303,000 last year. Additional police have been appointed and the total strength of the Force has been increased. Further improvements in the facilities and transport arrangements have been made, and more are contemplated this year.

#### *Expenditure on Public Utilities.*

The expenditure on public utilities is expected to be £4,978,000 as against an actual expenditure last year of £5,413,000, a decrease of £434,000. This decrease, in the main, is due to the exclusion of the expenditure of the Electricity Supply Department which, as I have already stated, is now embodied in the accounts of the Electricity Commission.

#### *Electricity Supply Expansion.*

The Electricity Commission, which is now operating as a separate entity, is likely, in the promotion of the activities for which it has been made responsible, to have a serious effect upon the Budget of the State from time to time. The Commission was constituted in March last, and is faced with an immediate expenditure of between £2,000,000 and £3,000,000 for the establishment of the first section of the new power station at South Fremantle. In addition, there will be the cost incidental to the change-over from the 40 to 50-cycle frequency. The Commission has thoroughly investigated the electricity supply position and has advised the Government that additional plant is necessary almost immediately, so that a third 25,000 K.W. unit may be in operation about 1950 and a fourth unit two or three years later. This will involve an expenditure of a further £2,000,000 to £3,000,000.

#### *Electricity Commission Finance.*

Without encroaching upon the details of the Commission's activities, which will be explained by the Minister in charge, I may

say that this body of very able men is closely examining all future liabilities and the expenditure associated therewith. The Commission, of course, must be provided with the requisite finance to enable it to meet the demands of expanding industrial and other developments. In this matter the Commission, as is happening in so many activities, both governmental and private, is faced with the problem of rising costs. During the last financial year, it experienced a loss of approximately £125,000. The financial responsibilities of the Commission will call for the very closest scrutiny by that body and by the Government. The commitments and responsibilities are causing both the Commission and the Government considerable concern. It is always the responsibility of a Government instrumentality—unlike that of many other business concerns—to give the maximum amount of service at the lowest possible cost rather than at the greatest profit to the concern. The Government, in acting for the people through this instrumentality, is not actuated by the motive of profit-making.

#### *Railway Department Expenditure.*

Railway expenditure is estimated to reach £3,902,000, compared with an expenditure last year of £3,853,000. Most of the expenditure has relation to the rehabilitation programme that the department is undertaking in the way of providing new locomotives and rollingstock. The programme of expenditure by the Railway Department has already been set out in a statement published in the Press, which shows that over a ten-year period, we anticipate spending a very large sum in the rehabilitation and provision of new rollingstock.

#### *Goldmining and Prospecting.*

The expenditure on goldmining will be increased largely because the department is expanding its geological laboratory and inspectional staff, not only to cope with the increased activity of the department, but also to improve scientific methods and ventilation in order to safeguard the health and safety of the workers engaged in the industry. The provision of mechanical assistance and increased financial help will also step up the cost to the Government in connection with prospectors. The Minister for Mines will

give members an explanation of the increased costs and of the Government's intentions.

### *Secondary Industries.*

There will be a continuation of the stimulus given by the Government to secondary industries. I am hoping that by the time the Estimates of the Minister for Industrial Development are reached, he will be in a position to tell the Committee of large industries that have been induced to establish plants in this State. Factory employment in Western Australia has reached a record high level of 32,500 employees.

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

The PREMIER: Before tea, I dealt with the figure of factory employment in this State, and I mentioned that it had reached the all-time "high" of 32,500.

### *State Batteries.*

We expect this year to spend £103,000 on the State Batteries as against £45,000 last year. The increase is due to greater activity in the mining industry. The Government intends to foster and encourage in every way not only the maintenance of our existing fields but also the development of new fields, and to give every encouragement to prospectors.

### *North-West.*

For the North-West many matters are in hand. I do not wish to intrude on the material and information that will be presented by the Minister for the North-West. Nevertheless, I think it essential to quote some of the things which the Government has in fact agreed to and has in mind, as these will have an effect upon the Budget. The Government is doing its utmost, and will spare no effort or reasonable cost, to rehabilitate the industries of the North, some of which were almost destroyed by the effects of the war. Special consideration is being given to all that the State can do to ease the extra burdens of the North-West residents in regard to taxation. We, as a Government, are putting forward a case for the people of the North that has been prepared by committees especially equipped to give thought to and present the case on their behalf. Dis-

abilities in educational and medical facilities, water supplies, refrigeration and transport are receiving progressive and practical attention.

### *New Schedule of Shipping Freights.*

In the very near future, new schedules of shipping freights and cost of petrol will be announced. The alterations will be drastic. It may be that such a step will be criticised by some people, with costs rising as steeply as they are and with shipping costs, in a world-wide sense, as much as 200 per cent. higher than pre-war. The Government feels, however, that the residents of the North, with their special problems and disabilities, are entitled to every consideration the Government can extend to them.

### *Government Purchase of Stations.*

The purchase of two abandoned sheep stations is part of a plan designed to assist in solving the problems of the pastoral industry. These stations are in an area where over 1,000,000 acres has in recent years been abandoned. It is hoped that, in collaboration with the C.S.I.R., not only will practical solutions be found of these pressing problems but that there will be a continuation of the examination into the general disabilities affecting the pastoral industry.

Mr. Doney: Can you say in what particular district those stations are situated?

The PREMIER: In the Pilbara district, approximately 100 miles from Port Hedland. All of these activities will involve increased expenditure, and I can say very definitely that the Government is anxious to face up to that expenditure.

### *Agricultural Problems.*

The Estimates for the Department of Agriculture have been increased by nearly £45,000. The Government has determined that further research shall be undertaken into agricultural problems. This research will involve considerable capital expenditure and the employment of additional technical officers. Intensive research is being undertaken into various problems in the Kimberley district, particularly those dealing with irrigation and tropical and sub-tropical conditions. With regard to the

developmental proposals for the Ord River district, it may be necessary, in order to ensure the greatest possibility of success, to send one or two of our men abroad to study the achievements of other countries with similar climatic conditions. The increased expenditure on research will amount to approximately £18,000. Research in agricultural areas is being intensified, particularly into the problem of sheep infertility. This is a very serious threat to the pastoral industry, both in the farming and pastoral areas of the State. Instead of a lambing of 60 per cent. in some districts, the lambing of merinos has got down to 50 per cent. Success in these researches will mean added revenue to the State and added returns to the persons concerned.

#### *Soil Conservation.*

A soil conservation service is being developed which will obtain maximum results by working in close collaboration with all existing technical activities of the Department of Agriculture.

#### *Grade Herd Recording.*

Grade herd recording has been commenced again in the South-West and artificial insemination is being investigated. Large numbers of dairy cattle will be inoculated with the recently discovered Strain 19 vaccine for that dire disease, contagious abortion. We were successful in obtaining some carefully prepared vaccine from the other States. Provision has also been made for the employment of technical officers, including the re-filling of veterinary positions, in order that the above increased programme may be put into effect.

#### *Tourist and Publicity Vote.*

Although the increase in this Vote is substantial, it is in no way comparable to the amount we hope to spend in this direction in the near future with a view to attracting visitors and settlers. The Government is intent upon directly and indirectly expanding our tourist trade. We feel we have much to sell in this connection, when we compare what the tourist traffic of Tasmania means to that State. Many films have already been taken in conjunction with the Department of Information. We intend to foster that

idea and to expand considerably the depicting of our industries and resources. As a matter of fact, we think Western Australia should be publicised on the screen as widely as possible. For the information of members, I may say that this week a ten-minute film will be shown in one of the theatres in Perth giving a general picture of Fremantle and Perth as the gateway to Australia from the other side of the world.

#### *Visit of Governor-General.*

I would like to take this opportunity to mention the proposed visit of Their Royal Highnesses the Governor-General and the Duchess of Gloucester, who will honour this State with a visit from the 30th September to the 9th October. Initially when His Royal Highness asked us to plan an itinerary for him, he intended to stay two or three days longer than he was able subsequently to agree to. Unfortunately, after the trip had been planned, the necessity to exclude two days from the itinerary and at the same time to include all the features he was anxious to see, meant visits of very short duration to some places at which we had planned a longer stay. However, we have in every way possible endeavoured to fall in with the wishes of Their Royal Highnesses whose purpose in visiting us is to say farewell to the people of Western Australia before their return to Great Britain and to see as much as possible of our country districts while they are here.

With the exception of Show Day, the whole of the time they are here will be spent in country districts; and the itinerary has been prepared to enable them to see as many places and to meet as many people as the time will permit. I am sure that many districts will be disappointed at not being included in the itinerary, but I hope that there will be a clear understanding that that itinerary has been framed in accordance with the express wishes of His Royal Highness. In response to our invitations to local governing bodies to co-operate with us we have received wholehearted co-operation of all sections in all districts, and I would like to say how much the Government appreciates the very enthusiastic help it has received from local authorities everywhere.

#### *Visitors from Oversea Encouraged.*

In recent years we have had visits from the High Commissioners of several countries,

having had with us the High Commissioners for the United Kingdom, Canada, and New Zealand, and the American Minister. In addition, the High Commissioner for India is at present in this State. Country people have gone out of their way to show these visitors their districts and to discuss their problems as well as their resources and have entertained these people in an appropriate manner. Our visitors have always expressed very great appreciation of the courtesies extended and the value and general benefit to them of their visit to this part of Australia. There are still in Commonwealth spheres many representatives of other nations who have not been able to visit us. I hope that some of them at least will do so in the near future. Also—and I think I speak here for all the citizens of this State; certainly I speak for the Government—it is hoped that the proposed visit of the Prime Minister of Great Britain will be postponed for a short time only, and that we shall be given an opportunity to have him with us in order not only to tighten the bonds between us but also to show him something of this part of the Continent.

It is becoming increasingly important to give international visitors a favourable impression of this State. The Government is conscious of the very many advantages to be gained from this; and we are giving every encouragement to oversea representatives and sparing no effort to see that they come and at first hand gain a knowledge of our resources and meet our people. Although we welcome such visitors sincerely and hospitably, we do not do it from entirely altruistic motives. We have in mind the great benefits that may be derived by this country from the visits of highly placed people representing other parts of the British Commonwealth of Nations as well as other parts of the world. I feel that we need not only their influence in their own country but also any capital they can induce to come here from their countries for the development of this great State.

#### *Development of State's Economy.*

So far as revenue estimates can make provision for progressive spending, the Government is alive to every need in every department; and although, as I mentioned earlier, there is to a degree quite a lot of reconstruction in regard to spending from

an almost inelastic revenue, it is very necessary to be progressive, not only with regard to revenue estimates of expenditure but also with regard to loan programmes. In those Estimates will be found the indications of a progressive desire, but when the Loan Estimates are presented to the House in the course of a week or two the loan programme will show, I am sure, ideas that are calculated to develop the latent resources of this State wherever they occur. We feel that the future of the State and its development are bound up in the wise application of loan moneys to the development of our industries; and, although the discussions on the amounts to be provided should properly take place when the Loan Estimates are before Parliament, I would like to say at this stage that generous provision is being made this year for developmental works, and I think the establishment of some of those works will ultimately materially affect the State's economy and therefore the State's Budget.

The establishment of the South-West power scheme, the enlargement of country and town water supplies, the rehabilitation of the railways including the provision of faster Diesel trains and motor-buses for country services and the financial assistance for the development of secondary industries, will all hasten the enlargement of the State's economy and bring added wealth and comfort to our people. So those items affect our general development and improvement in State conditions, and that is the reason I make no apology for mentioning them in the course of the Budget speech, because they ultimately impinge on the Budget.

#### *Increased Grant Probable.*

As I mentioned earlier, in arriving at the estimated deficit of £186,808 we have had to contend with a number of uncertain factors. We do not yet know what the Commonwealth grant recommended by the Grants Commission under Section 96 of the Constitution will be, and we cannot know until the next Commonwealth Parliament meets. But as I said earlier, I am confident that the amount to be payable to us will be in excess of the grant of £950,000 for last year. Unfortunately, though the estimate of the Budget varies considerably and the deficit may be increased, there will be no opportunity to repeat our performance of having the whole deficit financed by the application

of the provisions of Section 6 of the States Grants (Income Tax Reimbursement) Act, because Section 6 no longer exists. But I think steps will be taken if in the case of this State it is found necessary to increase the deficit for an earlier consideration than is now possible to be given under Section 96 of the Constitution to enable us to avoid the lag of two years that now exists.

*Claim Under Section 96.*

The achievement of last year in respect of the repayment of £912,000 is, I think, all the more noteworthy in that it will not be taken into account in arriving at a grant to be available to us under Section 96, which will be based on last year's financial returns. That is an important point which I stress. Although our deficit last year of over £912,000 has been rebated, that will not affect the State's position in claiming under Section 96 during the course of this year for a grant for last year. So I am hoping that we will have every opportunity, even though the old Section 6 is taken from us, of not only proving our case and of having our particular disabilities considered, but of having that amount made available more quickly than is now possible under the activities of the Grants Commission. That is as we understand the position in regard to the financial future and the presentation of our case for deficits or special grants. But I am sure that, until the proposal for a further body to examine Commonwealth-State financial relationships is advanced to the stage where the Premiers and the Prime Minister of Australia agree on the body contemplated to review our financial position, we can make some arrangement to deal with the position if

a heavy deficit is necessary for the advancement of the circumstances obtaining in this or any other State.

*Conclusion.*

I submit these Estimates to the Chamber with great confidence. They are designed and framed for careful spending as well as for progressive improvement in the interests of the people of Western Australia. Bound up with the Estimates, as I have presented them, are many complex problems which should, at this stage, be closely examined so as to reduce them to limits which will not give to State Treasurers, if they are to be prescribed by such serious limitations as some aspects of uniform taxation impose, the concern that they now have. But I feel quite confident that, if we are prepared to undertake a thorough and searching examination and honestly to study the case for this State, as well as for the other States, we will achieve something for the future of our people. So I submit these Estimates with the confidence and hope that they will, as framed, immediately assist vast numbers of people in all industries in the State. I move the first division, namely—

*Legislative Council, £2,760.*

Progress reported.

**BILLS (2)—RETURNED.**

- 1, State Transport Co-ordination Act Amendment.
- 2, Electoral (War Time) Act Amendment.

Without amendment.

*House adjourned at 7.55 p.m.*

CONSOLIDATED REVENUE FUND.

## ESTIMATE FOR 1946-47 YEAR.

	£	£	£	£
<b>INCREASES IN ESTIMATED REVENUE, 1940-47—</b>				
<b>Taxation :</b>				
Land Tax ....	5,647			
Income Tax .....	838,000			
Stamp Duty .....	4,224			
Licenses .....	8,970			
			856,841	
<b>Territorial :</b>				
Land .....	95			
Mining .....	8,094			
Timber .....	20,251			
			29,040	
<b>Law Courts—Fines and Fees</b> .....			4,345	
<b>Departmental :</b>				
Agriculture ....	3,007			
College of Agriculture .....	3,538			
Education .....	2,484			
Harbour and Light .....	2,712			
Land Titles .....	5,181			
Medical .....	1,075			
Mines .....	1,245			
Native Affairs .....	2,807			
Printing .....	2,808			
Public Trustee .....	1,559			
Welshpool Industries .....	8,000			
Treasury .....	51,863			
			87,279	
<b>Commonwealth—Grant under Section 96</b> .....			150,000	
<b>State Trading Concerns—Recoup of Departmental Charges,</b>				
Interest, etc. ....			20,356	
<b>Public Utilities :</b>				
Goldfields Water Supply ....	22,047			
Metropolitan Water Supply .....	7,416			
State Batteries .....	64,929			
Sundry Variations (Net) ....	3,095			
			93,387	
				1,232,248
<b>Add Decreases in Estimated Expenditure, 1940-47—</b>				
<b>Special Acts :</b>				
Interest and Sinking Fund .....			99,460	
<b>Departmental :</b>				
<b>Treasury Miscellaneous :</b>				
Exchange .....	31,977			
Unforeseen War Expenditure .....	108,830			
Discount on Conversion Loans .....	18,115			
Reforestation Fund .....	15,000			
Rural Bank—Recoup .....	6,000			
Food for Britain Appeal .....	10,000			
State Shipping Service—Loss .....	37,621			
Overdrawn Estates—Agricultural Land Purchase .....	10,000			
		237,543		
<b>Forestry Department</b> .....		40,195		
<b>Mental Hospitals</b> .....		3,508		
			200,240	
<b>Public Utilities :</b>				
State Ferries .....	6,700			
Electricity Supply .....	560,373			
			576,103	
				965,860
				2,318,117
<b>Less Decreases in Estimated Revenue, 1946-47—</b>				
<b>Taxation :</b>				
Totalisator Duty .....	15,141			
Probate Duty .....	2,280			
Entertainment Tax .....	98,190			
			115,617	
<b>Departmental :</b>				
<b>Treasury Miscellaneous :</b>				
Local Public Works—Interest .....	7,197			
Wire and Wire Netting—Interest .....	9,210			
Wire and Wire Netting—Repayments .....	3,933			
Exchange .....	3,017			
Minor Variations (Net) ....	1,512			
		24,859		
<b>Forestry Department</b> .....		20,809		
<b>Government Motor Cars</b> .....		3,008		
<b>Native Affairs</b> .....		5,970		
<b>Public Works and Buildings</b> .....		12,802		
<b>Sundry Variations (Net)</b> ....		3,631		
			71,235	
<b>Royal Mint</b> .....		1,323		
<b>Commonwealth—Special Grant</b> .....		912,559		
<b>Public Utilities :</b>				
Fremantle Harbour Trust .....	27,209			
Railways .....	43,413			
Tramways .....	1,908			
Electricity Supply .....	580,148			
			652,678	
				1,768,412

## CONSOLIDATED REVENUE FUND—continued.

	£	£	£	£
<i>Less</i> Increases in Estimated Expenditure, 1946-47—				
Special Acts :				
Forestry—Transfer from Revenue		21,625		
Mine Workers' Relief Act		5,339		
Superannuation		54,286		
			81,250	
Departmental :				
Treasury Miscellaneous :				
Pay Roll Tax		22,405		
Hospital Fund		50,000		
Colliery Miners' Hostel		3,383		
			75,788	
Premier's Office		4,250		
Government Printer		11,383		
Materials and Building Control		5,345		
Tourist Bureau		9,432		
Public Works and Buildings		5,838		
Lands and Surveys		34,972		
Registry and Friendly Societies		2,914		
Prisons		3,837		
Police		24,070		
Crown Law		22,001		
Public Health		4,997		
Harbour and Light		3,522		
Education		141,020		
Agriculture		42,262		
College of Agriculture		4,916		
Mines		27,381		
Minor Variations (Net)		4,380		
			428,318	
Public Utilities :				
Goldfields Water Supply		7,320		
Metropolitan Water Supply		12,786		
Railways		48,503		
Tramways		12,168		
State Batteries		58,587		
Minor Variations (Net)		2,521		
			141,945	
				651,513
ESTIMATED DEFICIT, 1946-47				186,808



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[Return No. 1.]

BALANCE SHEET OF THE GOVERNMENT OF WESTERN AUSTRALIA AT 30th JUNE, 1945, AND 30th JUNE, 1946.

	30th June, 1945.	30th June, 1946.		30th June, 1945.	30th June, 1946.
	£	£		£	£
Public Debt ... ..	95,894,885	96,925,931	Invested in Works and Services, etc. ...	94,502,386	95,946,407
			Balance—General Loan Fund c/d. ...	1,392,499	979,524
	95,894,885	96,925,931		95,894,885	96,925,931
Consolidated Revenue Fund ... ..	19,072	19,072	Commonwealth Government—Tax Arrears	527,345	573,817
Balance General Loan Fund ... ..	1,392,499	979,524	Advances (under Appropriation "Advance to Treasurer") ... ..	175,006	310,346
State Taxes, Arrears ... ..	470,098	513,134	Expenditure in Suspense ... ..	27,068	103,278
Hospital Fund Contributions, Arrears ...	57,747	60,683	Stores on hand ... ..	851,136	819,184
Reserve Accounts ... ..	14,209	11,272	Remittances to London ... ..	...	...
Suspense Accounts ... ..	141,193	223,660	Trust Fund Investments—		
Trading Concerns ... ..	101,200	66,618	Governmental ... ..	2,029,931	2,514,858
Trust Funds—			Private ... ..	2,514,264	2,706,318
Governmental ... ..	4,660,638	5,131,160	Banking Account ... ..	2,504,695	2,571,503
Private ... ..	2,674,042	3,037,216	Cash in hand, etc.—		
			Banks Current Account ... ..	843,861	120,153
			Banks in Eastern States ... ..	44,804	29,950
			In London ... ..	9,058	207,954
			In Transit ... ..	3,030	3,008
			In Hand ... ..	...	...
	9,530,698	10,050,369		9,530,698	10,050,369

[10 SEPTEMBER, 1946.]

[Return No. 2.]

## REVENUE AND EXPENDITURE, 1945-46, COMPARED WITH ESTIMATE.

## SUMMARY.

	Estimate.	Actual.	Comparison with Estimate.	
			Increase.	Decrease.
	£	£	£	£
Revenue ... ..	13,498,904	14,407,557	908,653	
Expenditure ... ..	13,705,994	14,407,557	701,563	
Deficit ... ..	207,090			
Surplus ... ..	...	...	207,090	

## DETAILS.

Revenue.	Estimate.	Actual.	Comparison with Estimate.	
			Increase.	Decrease.
	£	£	£	£
Taxation ... ..	3,474,184	3,612,276	138,092	
Territorial ... ..	372,500	354,460	...	18,040
Law Courts ... ..	65,000	75,855	10,655	
Departmental ... ..	1,309,928	1,259,492	...	50,436
Royal Mint ... ..	41,500	47,323	5,823	
Commonwealth ... ..	1,423,432	2,335,991	912,559	
Trading Concerns ... ..	82,560	70,944	...	11,616
Public Utilities ... ..	6,729,800	6,651,416	...	78,384
Total Revenue ... ..	13,498,904	14,407,557	1,067,129	158,476
Net Increase ... ..			£908,653	

Expenditure.	Estimate.	Actual.	Comparison with Estimate.	
			Increase.	Decrease.
	£	£	£	£
<b>SPECIAL ACTS—</b>				
Constitution Act ... ..	16,910	16,519	...	391
Interest—Overseas ... ..	1,610,579	1,610,578	...	1
Interest—Australia ... ..	1,749,138	1,743,504	...	5,634
Sinking Fund ... ..	730,000	729,732	...	268
Other Special Acts ... ..	541,682	554,511	12,829	
<b>GOVERNMENTAL—</b>				
Departmental ... ..	3,496,814	3,867,778	370,964	
Exchange ... ..	461,000	471,977	10,977	
Unemployment Relief ... ..	600	271	...	329
<b>PUBLIC UTILITIES ... ..</b>	<b>5,099,271</b>	<b>5,412,687</b>	<b>313,416</b>	
Total Expenditure ... ..	13,705,994	14,407,557	708,186	6,623
Net Increase ... ..			£701,563	

[Return No. 3.]

## REVENUE.

## STATEMENT OF RECEIPTS FROM 1937-38 TO 1945-46 AND ESTIMATE FOR 1946-47.

Heads.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	Estimate 1946-47.
<b>TAXATION—</b>	£	£	£	£	£	£	£	£	£	£
Land Tax .....	124,083	115,220	90,880	122,063	136,465	132,102	122,510	113,134	111,353	117,000
Income Tax .....	582,097	741,178	859,617	1,874,400	2,141,332					
Financial Emergency Tax .....	1,074,561	1,214,695	1,263,700	295,288	43,206	2,548,000	2,546,000	2,546,000	2,546,000	3,384,000
Dividend Duty .....	184,026	141,036	150,449	186,570	149,329					
Totalisator Tax .....	57,941	57,146	51,669	45,423	48,045	61,870	115,210	121,374	172,141	157,000
Stamp Duty .....	290,360	283,921	260,098	245,067	229,082	209,087	221,813	250,829	325,776	330,000
Probate Duty .....	101,631	123,798	122,925	165,006	182,559	179,288	233,400	275,477	262,280	260,000
Entertainment Tax .....	93,610	103,463	98,722	96,602	98,284	106,601	98,189	93,334	98,190	(a)
Licenses .....	62,578	83,757	88,993	94,185	82,958	82,641	83,780	91,924	96,530	105,500
<b>Total .....</b>	<b>2,594,987</b>	<b>2,864,223</b>	<b>2,996,064</b>	<b>3,127,604</b>	<b>3,111,260</b>	<b>3,317,679</b>	<b>3,420,911</b>	<b>3,502,072</b>	<b>3,612,270</b>	<b>4,353,500</b>
<b>TERRITORIAL AND DE- PARTMENTAL—</b>										
Land .....	170,600	138,176	132,757	133,190	127,157	157,730	190,254	190,613	193,405	193,500
Mining .....	38,384	41,201	39,863	34,559	32,579	21,707	21,873	20,080	26,306	36,000
Timber .....	165,120	137,935	143,535	151,079	150,083	137,586	128,732	137,840	134,749	165,000
Royal Mint .....	33,959	34,980	43,274	57,034	65,291	60,759	78,099	60,814	47,323	40,000
Departmental Fees, etc. ....	989,951	892,926	971,047	958,122	1,101,813	1,248,651	1,434,100	1,700,904	1,259,492	1,275,536
Law Courts .....	81,957	88,153	84,066	84,704	81,812	68,389	50,857	60,341	75,655	80,000
Commonwealth .....	575,000	570,000	595,000	650,000	630,000	800,000	850,000	904,000	950,000	1,100,000
Do. Special Grant .....									912,569	
Do. Interest Contributions .....	473,432	473,432	473,432	473,432	473,432	473,432	473,432	473,432	473,432	473,432
<b>Total .....</b>	<b>2,528,909</b>	<b>2,370,268</b>	<b>2,463,924</b>	<b>2,542,124</b>	<b>2,662,167</b>	<b>2,908,264</b>	<b>3,236,347</b>	<b>3,557,033</b>	<b>4,072,921</b>	<b>3,358,468</b>
<b>PUBLIC UTILITIES—</b>										
Native Stations .....	4,277									
Bunbury Harbour Board .....				500	11,500	5,000	5,500	3,500		
Fremantle Harbour Trust .....	257,413	261,537	242,333	102,160	185,344	287,241	259,140	326,229	292,209	265,000
Goldfields Water Supply .....	293,873	296,994	310,723	347,748	300,193	273,779	270,277	306,384	305,053	328,000
Kalgoorlie Abattoirs Metropolitan Abat- toirs and Sale Yards .....	6,496	5,896	6,504	6,002	6,225	6,307	5,654	81,689	79,010	70,000
Metropolitan Water Supply and Sewer- age .....	52,227	50,615	54,909	61,442	67,370	78,682	81,726			
Other Hydraulic Undertakings .....	439,184	408,762	501,210	527,180	561,628	563,768	577,660	600,517	592,584	600,000
Railways .....	61,104	54,055	61,308	68,502	78,483	82,210	84,057	87,054	86,925	87,000
Tramways, Perth Electric .....	3,645,942	3,586,013	3,497,529	3,573,979	3,888,809	4,446,370	4,419,766	4,271,288	4,143,413	4,100,000
Electricity Supply .....	286,568	302,354	304,856	334,561	402,693	400,751	515,163	509,530	521,008	520,000
State Ferries .....	387,037	414,519	425,715	437,988	462,789	477,904	540,932	577,979	580,148	(b)
State Batteries .....	8,231	8,148	7,762	8,404	9,064	11,337	11,546	12,141	10,562	12,000
Cave Houses, etc. ....	125,072	120,095	124,424	110,756	70,750	42,723	29,674	20,272	25,106	90,125
	6,585	10,372	13,641	13,861	10,689	13,955	11,713	12,184	14,408	16,000
<b>Total .....</b>	<b>5,574,009</b>	<b>5,579,300</b>	<b>5,550,023</b>	<b>5,683,173</b>	<b>6,066,451</b>	<b>6,759,027</b>	<b>6,812,813</b>	<b>6,808,767</b>	<b>6,651,416</b>	<b>6,097,125</b>
<b>TRADING CONCERNS .....</b>	<b>121,137</b>	<b>129,809</b>	<b>89,042</b>	<b>79,167</b>	<b>100,281</b>	<b>106,708</b>	<b>119,104</b>	<b>85,958</b>	<b>70,944</b>	<b>97,300</b>
<b>GRAND TOTAL .....</b>	<b>10819042</b>	<b>10,949,660</b>	<b>11,119,943</b>	<b>11,432,008</b>	<b>11,940,140</b>	<b>13,151,679</b>	<b>13,589,175</b>	<b>13,953,830</b>	<b>14,407,567</b>	<b>13,000,993</b>

(a) Included Income Tax Reimbursement.

(b) From 1st July, 1940, taken over by State Electricity Commission.

[Return No. 4.]

## STATEMENT OF EXPENDITURE FROM 1937-38 TO 1945-46, AND ESTIMATE FOR 1946-47.

Head.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	Estimate 1946-47.
	£	£	£	£	£	£	£	£	£	£
Special Acts ...	4,181,908	4,270,903	4,402,863	4,511,542	4,583,533	4,605,471	4,580,235	4,634,706	4,654,844	4,637,892
Parliamentary ...	14,544	14,809	14,992	14,882	15,867	16,209	16,332	18,227	19,049	18,799
Premier ...	18,146	19,045	17,718	17,908	16,687	12,459	10,549	9,923	14,285	18,540
Treasury ...	27,211	28,780	29,788	34,205	34,313	31,053	30,445	30,448	32,460	33,828
Governor ...	2,487	2,474	2,401	2,882	2,437	2,644	2,733	2,870	3,268	3,324
London Agency ...	12,039	12,361	10,478	10,000	10,619	9,643	10,319	9,001	9,930	11,937
Public Service Commission ...	1,540	1,788	1,675	1,727	957	1,564	1,054	1,822	2,322	2,630
Government Motor Cars ...	3,597	3,151	3,383	2,924	2,443	1,589	1,313	2,748	3,841	1,610
Audit ...	14,190	15,739	16,410	16,653	16,425	17,273	18,709	17,909	18,272	21,450
Compassionate Allowances ...	7,162	8,992	6,230	2,599	3,380	3,056	4,679	4,024	4,716	3,432
Government Stores ...	15,643	16,862	17,135	17,769	16,956	18,194	18,710	10,508	21,672	23,226
Taxation ...	33,860	33,795	33,593	43,739	40,805	12,441	12,067	12,000	12,000	12,000
Workers' Homes Board ...	...	...	2,446	2,516	2,381	2,500	3,259	3,233	4,702	10,047
Superannuation Board ...	...	...	...	...	...	...	...	...	3,216	3,180
Printing ...	61,049	69,914	68,356	68,921	67,425	66,415	70,038	71,065	86,161	97,544
Tourist and Publicity Bureau ...	4,387	6,638	7,144	7,109	3,887	1,489	482	749	2,467	11,900
Literary and Scientific ...	11,150	11,320	11,150	11,249	11,802	10,550	11,550	13,150	13,241	14,834
Miscellaneous and Refunds ...	778,467	625,650	649,075	777,850	837,157	1,336,831	1,350,102	1,533,811	1,278,720	1,104,664
Forests ...	27,105	28,474	28,606	20,146	28,456	77,949	137,106	171,890	151,025	101,580
Public Works ...	93,682	100,767	95,416	90,453	93,902	261,977	233,052	222,370	258,285	204,123
Town Planning ...	1,478	1,663	1,725	1,679	1,787	1,635	1,664	1,631	2,211	2,940
Unemployment Relief ...	60,826	64,183	73,132	41,363	13,355	8,855	3,334	2,975	3,611	3,260
State Labour Bureau ...	52,237	56,765	56,077	56,519	54,202	55,353	61,392	65,122	85,028	120,000
Land and Surveys ...	...	...	...	...	...	...	...	...	...	...
Farmers' Debts Adjustment and Rural Relief ...	7,024	6,057	5,072	3,987	2,089	2,670	2,003	1,440	1,360	1,280
Rural and Industries Bank ...	...	...	...	...	...	...	...	...	...	5
Agriculture ...	118,174	117,049	112,040	108,885	107,559	105,370	112,529	132,920	168,518	215,096
College of Agriculture ...	913	1,118	1,428	1,538	1,595	1,189	1,701	2,025	1,990	3,142
Labour ...	5,670	6,765	7,402	7,824	7,824	7,520	7,766	7,824	8,151	10,220
Factories ...	7,688	6,477	5,762	5,698	5,277	5,076	5,594	5,490	6,152	6,400
Arbitration Court ...	...	...	...	...	...	...	...	...	...	5
State Insurance ...	...	...	...	...	...	...	...	...	...	...
Department of Industrial Development ...	1,884	2,518	3,891	3,639	8,176	4,690	7,412	5,008	16,975	17,730
Child Welfare ...	120,957	120,399	133,031	132,145	108,833	78,936	72,674	77,465	76,903	77,000
Miner, Explosives, Geological, etc. ...	142,504	144,103	139,698	129,847	123,341	112,264	113,507	128,016	133,482	160,893
Medical and Health ...	78,194	80,090	83,287	81,986	83,278	88,837	104,030	95,203	104,483	111,663
Mental Hospitals ...	112,004	120,453	124,490	128,423	134,578	140,240	148,796	147,107	159,468	155,960
Office of Chief Secretary ...	28,734	31,839	33,705	35,157	37,440	40,173	40,886	39,162	43,762	48,302
Prisons ...	736,015	736,015	736,015	736,015	736,015	736,015	736,015	736,015	736,015	736,015
Education ...	236,917	236,917	236,917	236,917	236,917	236,917	236,917	236,917	236,917	236,917
Police ...	243,124	255,378	268,846	269,795	276,743	292,070	292,653	291,695	302,764	326,843
Crown Law & Branches ...	84,663	92,204	91,694	87,689	83,272	87,127	104,977	98,986	120,810	143,050
Natives ...	25,202	39,000	44,644	44,900	44,000	40,250	41,250	50,200	60,000	60,000
Harbour and Light and Jetty ...	27,240	26,743	28,411	28,135	29,513	32,243	42,600	30,155	40,658	44,180
Fisheries ...	4,563	5,473	6,189	6,982	7,980	7,141	8,145	7,521	9,466	10,136
North-West ...	...	...	13	143	86	84	243	188	181	200
<b>Total, Departmental...</b>	<b>8,023,170</b>	<b>2,970,790</b>	<b>3,032,989</b>	<b>3,142,615</b>	<b>3,213,882</b>	<b>3,843,415</b>	<b>4,035,724</b>	<b>4,282,603</b>	<b>4,340,026</b>	<b>4,476,840</b>
<b>PUBLIC UTILITIES.</b>										
Goldfields Water Supply ...	125,155	135,389	130,055	136,753	145,022	134,042	141,875	178,602	180,930	188,250
Kalgoorlie Abattoirs ...	4,559	4,029	4,631	4,738	4,551	5,235	5,877	62,640	61,972	62,680
Metropolitan Abattoirs ...	30,830	33,912	34,480	35,172	40,975	49,041	57,738	...	...	...
Metropolitan Water Supply ...	97,088	101,990	105,268	106,655	138,205	126,552	131,860	131,001	159,444	172,230
Other Hydraulic Undertakings ...	61,090	58,685	64,060	63,316	61,093	74,378	74,286	80,620	83,921	84,925
Railways ...	2,669,131	2,902,677	2,800,850	2,733,203	2,998,484	3,490,171	3,624,392	3,652,094	3,853,437	3,902,000
Tramways ...	211,013	247,071	249,438	255,606	299,686	345,401	380,908	392,106	427,832	440,000
State Ferries ...	8,452	8,380	8,696	8,157	8,656	10,622	10,585	10,348	18,890	11,900
Electricity Supply ...	290,879	312,719	307,895	304,823	344,577	392,853	451,761	479,259	569,373	(a)
State Batteries ...	112,225	113,806	112,918	106,416	88,359	47,453	38,702	33,434	44,063	103,250
Cave House ...	7,468	9,761	11,925	12,261	11,360	11,502	11,280	11,287	12,425	13,229
Native Stations ...	6,777	...	...	...	...	...	...	...	...	...
State Electricity Commission ...	...	...	...	...	...	...	...	...	...	5
<b>Total Public Utilities</b>	<b>8,624,657</b>	<b>9,928,409</b>	<b>9,830,916</b>	<b>9,766,900</b>	<b>11,400,968</b>	<b>12,688,356</b>	<b>14,935,195</b>	<b>15,032,031</b>	<b>15,412,687</b>	<b>14,978,469</b>
<b>GRAND TOTAL ...</b>	<b>10,829,735</b>	<b>11,170,102</b>	<b>11,268,768</b>	<b>11,420,957</b>	<b>11,938,881</b>	<b>13,127,242</b>	<b>13,551,154</b>	<b>13,949,340</b>	<b>14,407,557</b>	<b>14,093,201</b>

(a) From 1st July, 1946, taken over by State Electricity Commission.

## Return No. 5.]

STATEMENT SHOWING ANNUAL SURPLUSES AND DEFICIENCIES OF CONSOLIDATED REVENUE FUND,  
FOR THE FINANCIAL YEARS 1900-01 TO 1945-46.

Year.	Revenue.	Expenditure.	Annual.	
			Surplus.	Deficiency.
	£	£	£	£
1900-01	3,078,033	3,165,244	...	87,211
1901-02	3,688,049	3,490,026	198,023	...
1902-03	3,630,238	3,521,763	108,475	...
1903-04	3,550,016	3,698,311	...	148,295
1904-05	3,615,340	3,745,225	...	129,885
1905-06	3,558,939	3,632,318	...	73,379
1906-07	3,401,354	3,490,183	...	88,829
1907-08	3,376,641	3,379,006	...	2,365
1908-09	3,267,014	3,368,551	...	101,537
1909-10	3,657,670	3,447,731	209,939	...
1910-11	3,850,439	3,734,448	115,991	...
1911-12	3,966,673	4,101,082	...	134,409
1912-13	4,596,650	4,787,064	...	190,405
1913-14	5,205,343	5,340,754	...	135,411
1914-15	5,140,725	5,700,541	...	565,816
1915-16	5,356,978	5,705,201	...	348,223
1916-17	4,577,007	5,276,764	...	699,757
1917-18	4,622,536	5,328,279	...	705,743
1918-19	4,944,851	5,596,866	...	652,015
1919-20	5,863,501	6,531,725	...	668,225
1920-21	6,789,565	7,476,291	...	686,725
1921-22	6,907,107	7,639,242	...	732,135
1922-23	7,207,492	7,612,856	...	405,364
1923-24	7,865,595	8,094,753	...	229,158
1924-25	8,381,446	8,439,844	...	58,398
1925-26	8,808,166	8,907,309	...	99,143
1926-27	9,750,833	9,722,588	28,245	...
1927-28	9,807,949	9,834,415	...	26,466
1928-29	9,947,951	10,223,919	...	275,968
1929-30	9,750,515	10,268,519	...	518,004
1930-31	8,686,756	10,107,295	...	1,420,539
1931-32	8,035,316	9,593,212	...	1,557,896
1932-33	8,332,153	9,196,234	...	864,081
1933-34	8,481,697	9,270,609	...	788,912
1934-35	9,331,430	9,498,525	...	167,095
1935-36	10,033,721	9,945,343	88,378	...
1936-37	10,187,431	10,556,638	...	371,205
1937-38	10,819,042	10,829,735	...	10,693
1938-39	10,949,660	11,170,102	...	220,442
1939-40	11,119,943	11,266,768	...	146,825
1940-41	11,432,068	11,420,957	11,111	...
1941-42	11,940,149	11,938,381	1,768	...
1942-43	13,151,678	13,127,242	24,436	...
1943-44	13,589,175	13,551,154	38,021	...
1944-45	13,953,830	13,949,340	4,490	...
1945-46	14,407,557	14,407,557	...	...

**LOAN EXPENDITURE FOR 1945-46 COMPARED WITH PREVIOUS YEARS.**  
(EXCLUSIVE OF LOAN SUSPENSE EXPENDITURE).

Undertakings.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	£	£	£	£	£	£	£	£	£	£	£	£
Railways, including Land Resumptions	295,076	116,240	178,882	349,393	198,065	102,153	102,476	29,899	23,781	17,856	72,036	72,037
Tramways—Perth Electric	...	...	35,591	8,512	8,042	125	9,109	29,857	71,949	9,389	6,260	1,388
Electric Power Stations	203,268	281,165	109,837	39,977	17,919	1,097	15,125	22,578	50,136	25,358	15,493	115,081
Fremantle Harbour Works	88,688	100,058	78,781	31,691	34,603	15,845	51,653	97,168	63,817	5,228	24,872	31,893
Harbours and Rivers generally	206,880	200,949	108,065	70,240	57,686	36,081	24,518	3,251	3,401	5,917	0,315	6,765
Sewerage—Perth and Fremantle	330,199	455,901	361,334	253,490	351,400	242,105	115,433	71,112	17,494	6,473	10,717	39,331
Water Supplies <i>a</i>	784,605	819,339	831,636	709,742	584,132	611,559	754,457	270,451	73,003	52,595	90,112	202,925
Development of Goldfields <i>b</i>	59,682	27,167	20,550	29,071	42,015	55,806	43,453	17,700	137,554	99,490	99,270	231,732
Development of Agriculture	341,850	217,644	187,711	154,658	179,462	205,811	165,747	91,814	28,997	26,529	15,024	59,235
Assistance to Settlers, Industries, etc.	6,921	9,289	8,870	8,471	442	9,198	12,895	8,429	6,948	3,050	2,000	2
Agricultural Group Settlement	26,078	9,618	...	...	...	...	...	...	...	...	...	...
Land Settlement for Soldiers	331	427	434	87	540	417	679	8	121	210	1,207	...
College of Agriculture	...	...	...	...	679	443	1,116	775	41	...	...	...
Immigration	...	...	...	...	...	...	...	...	...	...	...	...
Agricultural Bank—Working Capital	50,000	...	53,385	215,325	15,023	3,000	417	...	...	...	...	...
Steamships	...	...	...	...	...	...	...	...	...	...	...	...
Workers' Homes—Working Capital	35,000	...	35,000	25,000	...	10,000	10,000	...	...	...	...	...
Workers' Homes Board—War Housing	...	...	...	...	...	...	...	...	...	...	120,000	...
State Hotels	...	8,000	4,647	18,922	4,999	9,173	20,702	147	1	...	...	...
Ferries	...	...	...	...	12	...	1,046	2,843	2,211	...	...	3,000
State Engineering Works	...	...	...	...	...	...	7,571	39,429	15,571	5,000	4,039	...
Public Buildings	106,418	84,454	89,182	91,726	114,954	103,535	57,231	35,269	53,151	33,803	81,217	118,607
Hospital Buildings and Equipment, including Grants	...	...	...	...	...	3,194	300,000	59,291	75,000	45,000	40,000	110,000
Roads and Bridges	213,804	132,802	83,294	160,038	65,000	325,000	41,734	...	...	...	...	...
Sundries	25,103	593	5,448	...	9,000	9,415	5,000	613	130	...	...	...
Bulk Handling of Wheat	...	...	...	62,493	7,049	4,478	5,204	...	...	...	31,822	35,993
Boya Quarries	...	...	...	600	1,586	2,045	...	...	...	...	...	...
Air Raid Precautions	...	...	...	...	...	...	...	...	80,000	22,363	...	...
West Australian Meat Export Works	...	...	...	...	...	...	...	...	85,000	14,064	70,936	50,000
Native Stations, Hospitals, etc.	337	421	470	5,568	5,500	8,294	14,000	11,207	...	...	...	5,000
<b>Totals</b>	<b>2,784,185</b>	<b>2,464,187</b>	<b>2,193,117</b>	<b>2,315,004</b>	<b>1,698,111</b>	<b>1,759,174</b>	<b>1,790,386</b>	<b>791,951</b>	<b>774,000</b>	<b>377,330</b>	<b>695,229</b>	<b>1,081,549</b>
<i>Less Expenditure from Loan Repayments</i>	...	...	...	...	...	...	...	...	...	...	...	...
Receipts	97,064	74,791	78,376	154,825	153,105	191,086	140,203	89,867	184,705	198,896	222,404	210,595
<b>Net Expenditure from Loan Raisings</b>	<b>2,687,121</b>	<b>2,389,376</b>	<b>2,114,741</b>	<b>2,160,179</b>	<b>1,545,006</b>	<b>1,568,088</b>	<b>1,650,183</b>	<b>702,084</b>	<b>589,295</b>	<b>178,434</b>	<b>472,735</b>	<b>870,954</b>

*a* Including Goldfields Districts.*b* Excluding Water Supplies.

[Return No. 1.]

## PUBLIC DEBT.

## (a) LOAN AUTHORISATIONS AND FLOTATIONS.

	£	£	£
Authorisations to 30th June, 1945 ... ..	...	121,261,175	
Authorisations, 1945-46 ... ..	...	2,123,885	
		<u>123,385,060</u>	
Flotations—			
Inscribed Stock, Debentures, Treasury Bonds, etc., issued in Australia and Overseas—Net proceeds:—			
	£		
For Works and Services ... ..	100,915,598		
For Funding Deficits ... ..	12,115,087		
	<u>113,030,685</u>		
Discounts and Flotation Expenses (including Cost of Conversion Loans), net:—			
On Works Loans ... ..	4,636,648		
On Deficit Loans ... ..	752,482		
	<u>5,389,130</u>		
		118,419,815	
Short Term Debt current at 30th June, 1946—			
London ... ..		2,959,714	
		<u>121,379,529</u>	
Total Flotations ... ..			121,379,529
Balance available for Flotation ... ..			<u>2,005,531</u>

## (b) LOAN INDEBTEDNESS.

	£	£
Total Amount raised to 30th June, 1945 ... ..	...	119,769,212
Flotations during the year—		
Counter Sales ... ..	33,000	
Instalment Stock ... ..	390,000	
Stock issued to cover Exchange on transfer of Debt (£4,679,083) from London to Australia ... ..	1,187,317	
	<u>1,610,317</u>	
		121,379,529
Redemptions—		
Total to 30th June, 1945 ... ..	23,874,327	
During the year—		
National Debt Commission:		
Securities repurchased ... ..	£ 310,800	
Instalment Stock redeemed (Australia) ... ..	23,468	
Do. do. do. (London) ... ..	20,886	
Inscribed Stock redeemed at maturity ... ..	158,792	
Special Deficit Loans redeemed ... ..	56,325	
	<u>579,271</u>	
		24,453,598
Gross Public Debt at 30th June, 1946 ... ..		96,925,931
Sinking Fund ... ..		503,996
Net Public Debt at 30th June, 1946 ... ..		<u>96,421,935</u>



[Return No. 7—continued.]

## (c) SUMMARY OF GROSS LOAN RAISINGS AND DISBURSEMENTS.

<i>Raisings.</i>		<i>Disbursements.</i>	
	£		£
Total Flotations, as per Return 7 (b)—		Discounts and Expenses—	
To 30th June, 1945 ... ..	119,769,212	To 30th June, 1945 (Net) ...	3,976,023
During Year 1945-46 ... ..	1,610,317	During Year 1945-46 ... ..	660,625
Receipts from Loan Repayments—		Redemption of Agricultural Bank Mortgage Bonds ...	1,566,000
To 30th June, 1945 ... ..	2,766,454	Deficits Funded (including Discount and Expenses) ... ..	12,867,569
During Year 1945-46 ... ..	287,043	Expenditure on Works and Services ... ..	104,312,124
		Loan Suspense Expenditure ...	71,161
		Balance of General Loan Fund	979,524
	£124,433,026		£124,433,026

## (d) NET PUBLIC DEBT FOR HEAD OF POPULATION ON 30th JUNE EACH YEAR.

Year.			Debt per Head.			Year.			Debt per Head.		
			£	s.	d.				£	s.	d.
1917	...	...	116	5	5	1932	...	...	180	3	8
1918	...	...	118	0	8	1933	...	...	187	4	8
1919	...	...	116	7	0	1934	...	...	193	7	6
1920	...	...	119	7	3	1935	...	...	197	11	11
1921	...	...	124	15	11	1936	...	...	199	7	10
1922	...	...	137	1	0	1937	...	...	201	15	2
1923	...	...	142	9	6	1938	...	...	202	19	8
1924	...	...	146	13	6	1939	...	...	204	7	1
1925	...	...	146	3	11	1940	...	...	203	2	9
1926	...	...	155	14	8	1941	...	...	204	16	9
1927	...	...	157	14	4	1942	...	...	202	13	11
1928	...	...	165	10	7	1943	...	...	201	17	1
1929	...	...	162	6	9	1944	...	...	198	12	3
1930	...	...	163	9	9	1945	...	...	*195	7	8
1931	...	...	174	2	6	1946	...	...	195	0	7

† Compared with the previous year, £2 10s. 11d. of the increase is due to an adjustment in the figures of the population at the Census. \* Adjusted on corrected figures of population.

## (e) CONTINGENT LIABILITIES AT 30th JUNE, 1946.

	Securities Issued.	Re-deemed.	In Circulation.	Funds Invested.
Metropolitan Market Act ... ..	19,000	2,077	16,923	
Workers' Homes Act ... ..	189,000	17,934	171,066	
Agricultural Lands Purchase Act ... ..	587,471	464,479	122,992	3,993
	795,471	484,490	310,981	3,993
Bank Guarantees in force ... ..	...	...	233,683	
Metropolitan Water Supply Act * ... ..	...	...	40,871	
Land Drainage Act * ... ..	...	...	566	
Total, Contingent Liabilities ... ..	...	...	586,091	

\* Principal and Interest on Debentures chargeable on the revenue and assets of the concern.

[Return No. 8.]

## LOAN LIABILITY—STATEMENT SHOWING AMOUNTS MATURING EACH YEAR.

Earliest Date of Maturity.	Latest Date of Maturity.	Interest Rate.	Repayable in—		
			London.	New York.	Australia.
		%	£	£	£
...	1943	...	...	...	†500
...	1946	2½	*2,959,714	...	...
1944	1946	3	3,228,661	...	...
1945	1946	2½	...	...	247,233
...	1946	2½	...	...	266,000
1927	1947	3½	1,417,801	...	...
1946	1947	2½	...	...	236,150
...	1947	3½	...	...	32,630
...	1947	4	...	...	1,274,724
...	1947	5-0375	...	...	250,000
...	1947	3½	30,941	...	...
1947	1948	2½	...	...	700,300
...	1948	3	...	...	1,443,925
...	1948	3½	...	...	1,147,070
...	1948	3-4875	...	...	281,055
...	1948	3½	...	...	1,461,380
1943	1948	4	2,716,302	...	...
1948	1949	2½	...	...	463,230
...	1949	3½	...	...	1,304,220
...	1949	3½	...	...	1,741,310
1949	1950	2½	...	...	813,300
...	1950	4	...	...	1,341,198
...	1951	3½	...	...	3,952,210
1948	1953	3½	864,393	...	...
...	1953	4	...	...	1,238,774
1952	1954	3½	...	...	587,800
1952	1954	3½	...	...	3,167,950
1935	1955	3½	3,204,904	...	...
...	1955	4	...	...	1,239,763
1953	1955	3½	...	...	2,467,805
1952	1955	5	...	1,498,444	...
1950	1956	3½	...	...	1,159,260
1950	1956	3½	...	...	476,000
1950	1957	3½	...	...	2,717,791
...	1957	3	...	...	143,306
...	1957	4	...	...	1,174,159
1947	1957	5	...	516,992	...
1950	1958	3½	...	...	2,816,690
...	1958	3	...	...	165,034
1955	1958	3½	...	...	4,500
1950	1959	3½	...	...	1,345,000
...	1959	3	...	...	356,342
...	1959	4	...	...	1,167,005
...	1960	3	...	...	436,403
1940	1960	3½	877,408	...	...
1950	1960	3½	...	...	1,293,370
1950	1961	3½	...	...	5,914,190
1956	1961	3½	1,739,527	...	...
...	1961	4	...	...	1,216,546
...	1961	3	...	...	300,353
...	1962	3	...	...	178,023
1942	1962	4	4,866,583	...	...
...	1963	3	...	...	187,826
...	1964	3-1	...	...	1,566,000
...	1964	3	...	...	152,279
...	1965	3	...	...	30,957
...	1966	3	...	...	440,222
...	1967	3	...	...	528,719
...	1969	3	...	...	386,011
1965	1969	3½	8,296,687	...	...
...	1970	3	...	...	386,035
...	1971	3	...	...	390,000
1964	1974	3½	8,829,191	...	...
...	1983	1	...	...	5,279,775
Average Rate 3.321%			39,032,112	2,015,436	55,878,383
			96,925,931		

\* Floating Debt.

† Overdue.

[Return No. 9.]

## SINKING FUND.

## TRANSACTIONS DURING THE YEAR 1945-46.

		£	s. d.	£	s. d.
<b>Receipts:</b>					
Balances brought forward, 1st July, 1945—					
National Debt Commission ...				127,093	0 2
<b>Contributions:</b>					
<b>State—</b>					
5s. per cent. on loan liability ...		248,085	10 11		
15s. per cent. on Special Deficit Loan ...		40,425	0 0		
4½ per cent. on cancelled securities ...		420,530	3 6		
3 per cent. under Federal Aid Roads Act ...		17,023	6 11		
Special contribution on account loan for purchase of M.V. "Koolama" ...		20,090	10 10		
Exchange on contribution re M.V. "Koolama" ...		5,250	4 6		
Payment under Clause 12 (20) of Financial Agreement as amended		22,579	17 0		
<b>Commonwealth—</b>					
5s. and 2s. 6d. per cent. on loan liability ...		185,900	3 1		
Net earnings on investments...		2,331	18 3		
				963,417	4 0
				1,000,510	4 2
<b>Disbursements:</b>					
Redemptions and Repurchases, etc., at net Cost (including Exchange)		563,753	0 7		
Repurchases from Special Sinking Fund ...		22,701	0 3		
				580,514	0 10
Balance, Sinking Fund, 30th June, 1946 ...		503,030	10 10		
Balance, Special Sinking Fund ...		64	14 6		
				503,095	14 4
				1,000,510	4 2

## TRANSACTIONS FROM 1ST JULY, 1927, TO 30TH JUNE, 1946.

		£	s. d.	£	s. d.
<b>Receipts:</b>					
Balances brought forward—					
1st July, 1927—Endowment Policy (M.V. "Kangaroo"), Premiums paid ...		57,697	10 0		
1st July, 1929—Crown Agents ...		897,347	0 10		
				955,044	10 10
<b>Contributions:</b>					
On account M.V. "Kangaroo" ...		47,250	0 0		
On account, Crown Agents ...		40,812	13 5		
<b>State—</b>					
5s. per cent. on loan liability ...		4,234,907	17 4		
15s. per cent. on Special Deficit Loan ...		80,850	0 0		
4½ per cent. on cancelled securities ...		3,131,493	0 3		
3 per cent. under Federal Aid Roads Act ...		328,399	18 2		
Special contribution on account loan for purchase of M.V. "Koolama" ...		175,869	12 1		
Exchange on contribution re M.V. "Koolama" ...		44,028	18 3		
Payment under Clause 12 (20) of Financial Agreement as amended		72,145	18 8		
Profit arising out of Conversion of a Loan in London ...		8,812	15 0		
<b>Commonwealth—</b>					
5s. and 2s. 6d. per cent. on Loan Liability		2,817,319	7 6		
Net earnings on investments ...		385,871	19 5		
Accretions to Endowment Policy at maturity ...		35,052	10 0		
Exchange on remittances ...		29,504	6 1		
				11,432,417	5 2
				12,387,461	16 0
<b>Disbursements:</b>					
Redemptions and Repurchases, etc. ...		10,576,403	14 8		
Repurchases from Special Sinking Fund ...		80,893	10 2		
Contributions refunded to the State ...		430	17 11		
Contributions to Crown Agents ...		39,934	2 8		
Premiums on Policy account M.V. "Kangaroo" ...		47,250	0 0		
Repayment of 1934 Loan (Crown Agents) ...		908,353	7 3		
Repayment of 1936 Loan (M.V. "Kangaroo") ...		140,000	0 0		
				11,883,466	1 8
<b>Balance, 30th June, 1946:—</b>					
National Debt Commission ...		608,030	10 10		
Special Sinking Fund ...		64	14 6		
				503,095	14 4
				12,387,461	16 0

[Return No. 10.]

## SUMMARISED CLASSIFICATION OF LOAN ASSETS, 1945-46. (a)

Undertaking.*	Loan Liability. (a)	Capital Charges (c).			Net Earnings.	Surplus.	De- ficiency.
		Interest.	Sinking Fund.	Exchange.			
FULLY REPRODUCTIVE.							
State Saw Mills .....	£ 200,006	£ 9,395	£ 1,920	£ 1,229	£ 10,350	£ 3,806	.....
State Hotels .....	74,610	2,686	553	351	6,003	2,408	.....
Metropolitan Markets .....	150,397	5,414	1,106	708	7,758	530	.....
Abattoirs, Sale Yards, Grain Sheds, and Cold Stores .....	356,059	12,818	2,370	1,676	17,107	243	.....
Tramways .....	1,357,358	48,859	9,901	6,390	94,076	28,928	.....
Small Loans Scheme .....	6,180	222	61	29	318	6	.....
State Engineering Works .....	178,108	6,411	1,318	839	8,955	387	.....
West Australian Meat Export Works .....	382,686	13,775	2,176	1,802	24,110	6,357	.....
	2,766,394	99,580	19,410	13,024	174,077	42,663	.....
PARTIALLY PRODUCTIVE.							
Railways (c) .....	26,638,322	966,050	195,472	126,350	287,976	.....	999,905
Harbours and Rivers (d) .....	6,510,901	234,363	47,211	30,653	251,613	.....	60,614
Water Supply, Sewerage, and Drain- age .....	17,230,272	620,213	124,450	81,118	557,495	.....	268,280
Mining Generally .....	863,801	31,090	6,240	4,067	747	.....	40,650
Roads and Bridges .....	3,443,985	123,908	25,153	10,214	41,040	.....	124,289
Plant Suspense .....	195,739	7,046	1,137	921	3,154	.....	5,950
Pine Planting and Reforestation .....	1,020,235	36,724	7,451	4,803	22,619	.....	26,359
Assistance to Industries .....	227,238	8,179	2,229	1,070	1,203	.....	10,215
Agricultural Bank (f) .....	3,562,037	128,218	30,708	16,770	148,652	.....	27,044
Soldiers' Land Settlement (g) .....	2,059,505	74,133	15,042	9,006	22,429	.....	76,442
Rural and Industries Bank .....	4,472,673	160,096	32,665	21,057	67,129	.....	147,589
Group Settlement .....	3,421,823	123,170	25,081	16,110	14,329	.....	150,032
Agriculture Generally .....	3,400,399	122,399	24,637	16,009	6,391	.....	156,654
Electricity Supply .....	2,145,225	77,218	14,851	10,009	10,775	.....	91,393
Tourist Resorts .....	75,284	2,710	560	354	1,033	.....	1,631
Workers' Homes Board .....	705,767	25,404	6,156	3,323	22,845	.....	11,036
Wyndham Meat Works .....	1,072,322	38,509	7,831	5,048	5,000	.....	43,478
Loans to Public Bodies .....	71,103	2,559	629	335	2,337	.....	1,086
Miscellaneous .....	360,928	12,981	2,049	1,698	1,435	.....	15,293
	77,677,367	2,796,035	568,442	365,095	1,472,218	.....	2,257,954
TOTALLY UNPRODUCTIVE.							
State Shipping Service .....	346,396	12,469	2,530	1,631	.....	.....	16,030
Rabbit-proof Fence .....	334,548	12,042	2,443	1,575	Dr. 1,835	.....	17,895
Campion Alluvial Deposits .....	389,147	14,008	2,173	1,332	.....	.....	18,013
State Batteries .....	426,650	15,358	3,006	2,009	Dr. 19,355	.....	39,878
State Brickworks .....	52,097	1,875	380	246	.....	.....	2,501
State Quarries .....	37,324	1,343	275	177	.....	.....	1,795
Public Buildings, including Schools, Police Stations, Gaols, Court Houses, Hospitals, and Institu- tions .....	4,576,300	164,729	31,776	21,545	Dr. 80,812	.....	298,862
Aborigines, Stations, etc. ....	99,959	3,598	693	471	Dr. 6,703	.....	111,465
Bulk Handling of Wheat—Bunbury .....	73,423	2,643	534	346	.....	.....	3,523
State Ferries .....	10,725	386	60	50	Dr. 8,128	.....	8,024
Stock Suspense .....	13,500	486	99	64	Dr. 134	.....	783
	6,360,146	228,937	44,059	29,946	Dr. 116,967	.....	419,909
SUMMARY.							
Fully Reproductive .....	2,766,394	99,580	19,410	13,024	174,077	42,663	.....
Partially Productive .....	77,677,367	2,796,035	568,442	365,095	1,472,218	.....	2,257,954
Totally Unproductive .....	6,360,146	228,937	44,059	29,946	Dr. 116,967	.....	419,909
Capital Adjustments and Unallo- cated Costs of Raisings .....	3,882,725	139,041	18,424	18,185	.....	.....	175,650
Special Deficit Loans .....	5,279,775	53,361	38,971	.....	.....	.....	92,332
Balance of General Loan Fund .....	979,524	35,258	10,170	4,611	.....	.....	50,039
	96,925,931	3,352,212	609,476	431,461	1,529,928	42,663	2,995,864
Public Debt, 30th June, 1945 .....	£96,925,931						
	NET DEFICIENCY £2,953,221						

\* For details see Return No. 11.

(a) This statement distributes the net cost of loan charges for the year over the various assets. (b) Total expenditure from loan funds (including proportionate cost of raising), after allowing for sinking fund redemptions and other adjustments. (c) Actual expenditure averaged over all assets. (d) To this should be added £538,335 included in Railway Capital. (e) Includes £533,335 being part of Capital Expenditure on Harbours and Jetties controlled by Railway Department. (f) Includes £1,554,779 in respect of advances to settlers under Soldiers' Land Settlement Scheme. (g) Represents expenditure by P.W.D. on roads, bridges and drainage, and by Lands Department on repurchased estates.

[Return No. 11]

## DETAILED CLASSIFICATION OF LOAN ASSETS 1945-46\*.

Undertaking.	Loan Liability.	Capital Charges. (a)			Net Earnings.	Surplus.	De-ficiency
		Interest.	Sinking Fund.	Ex-change.			
	£	£	£	£	£	£	£
Railways (b) ... ..	26,838,322	966,059	195,472	126,350	287,976	...	999,905
Tramways ... ..	1,357,358	48,859	9,901	6,390	94,076	28,926	...
Electricity Supply ... ..	2,145,225	77,218	14,851	10,099	10,775	...	91,393
	30,340,905	1,092,136	220,224	142,839	392,827	...	1,062,372
<i>Harbours and Rivers.</i>							
Freemantle Harbour Trust	2,842,117	102,304	20,729	13,380	278,591	142,178	...
Freemantle Other ... ..	676,980	24,368	4,680	3,188	18,384	...	13,852
Bunbury Harbour Board	609,708	21,947	4,453	2,870	...	...	29,270
Bunbury Other ... ..	79,398	2,858	580	374	Dr. 263	...	4,075
Geraldton (c) ... ..	709,442	25,536	5,155	3,340	Dr. 240	...	34,271
Albany (c) ... ..	153,336	5,519	1,120	722	Dr. 1,332	...	8,693
Esperance (c) ... ..	15,851	571	116	75	...	...	762
Busselton (c) ... ..	20,351	732	149	96	...	...	977
North-West Ports (c) ...	581,853	20,944	4,231	2,739	Dr. 16,319	...	44,233
Swan River ... ..	442,411	15,925	3,220	2,083	Dr. 6,761	...	27,998
Dredges, Steamers and Plant ... ..	226,688	8,160	1,656	1,067	Dr. 8,136	...	19,019
Other Jetties and Works	152,766	5,499	1,113	719	Dr. 12,311	...	19,642
(c)	6,510,901	234,363	47,211	30,653	251,613	...	60,614
<i>Water Supplies.</i>							
Metropolitan ... ..	8,070,938	290,518	58,609	37,997	433,140	46,016	...
Goldfields Water Scheme	3,163,833	113,884	22,735	14,895	123,661	...	27,853
Country Towns ... ..	1,091,824	39,301	7,896	5,140	19,439	...	32,898
Country Areas ... ..	1,178,811	42,432	8,510	5,550	Dr. 1,518	...	58,010
Goldfields Areas ... ..	955,548	34,395	6,979	4,498	Dr. 1,170	...	47,042
Irrigation and Drainage	2,589,613	93,214	18,422	12,192	Dr. 13,788	...	137,616
Other Works ... ..	179,705	6,469	1,299	846	Dr. 2,269	...	10,833
	17,230,272	620,213	124,450	81,118	557,495	...	268,286
<i>Trading Concerns.</i>							
Wyndham Meatworks...	1,072,322	38,599	7,831	5,048	8,000	...	43,478
Quarries ... ..	37,324	1,343	275	177	...	...	1,795
Brickworks ... ..	52,097	1,875	380	246	...	...	2,501
Engineering Works ... ..	178,108	6,411	1,318	839	8,955	387	...
Saw Mills ... ..	260,996	9,395	1,920	1,229	16,350	3,806	...
Shipping Service ... ..	346,396	12,469	2,530	1,631	...	...	16,630
Hotels ... ..	74,610	2,688	558	351	6,003	2,408	...
West Australian Meat Export Works ... ..	382,686	13,775	2,176	1,802	24,110	6,367	...
	2,404,539	86,553	16,988	11,323	63,418	...	51,446
<i>Development of Agriculture.</i>							
Agricultural Bank (d)...	3,662,057	128,218	30,708	16,770	148,652	...	27,044
Soldiers' Land Settlement (e) ... ..	2,059,505	74,133	15,042	9,896	22,429	...	76,442
Rural and Industries ...							
Bank ... ..	4,472,673	160,996	32,665	21,057	67,129	...	147,589
Group Settlement ... ..	3,421,823	123,170	25,081	16,110	14,329	...	150,032
Rabbit-proof Fence ... ..	334,548	12,042	2,443	1,575	Dr. 1,835	...	17,895
Generally ... ..	3,400,399	122,399	24,637	16,009	6,391	...	156,654
	17,251,005	620,958	130,576	81,217	257,095	...	575,656

\* See footnote (a) on Return No 10.

[Return No. 11—continued.]

## DETAILED CLASSIFICATION OF LOAN ASSETS 1945-46—continued.

Undertaking.	Loan Liability.	Capital Charges. (a)			Net Earnings.	Surplus.	Deficiency.
		Interest.	Sinking Fund.	Exchange.			
<i>Abattoirs, Saleyards, etc.</i>	£	£	£	£	£	£	£
Metropolitan Abattoirs	263,711	9,403	1,696	1,239	17,163	4,735	...
Kalgoorlie Abattoirs ...	25,613	922	187	122	Dr. 124	...	1,355
Generally ...	60,735	2,403	487	315	68	...	3,137
	356,059	12,818	2,370	1,676	17,107	243	...
<i>Development of Mining.</i>							
State Batteries	420,050	15,358	3,096	2,009	Dr. 19,355	...	39,818
Generally ...	863,891	31,096	6,240	4,067	747	...	40,656
	1,290,547	46,454	9,336	6,076	Dr. 18,608	...	80,474
<i>Public Buildings.</i>							
Education (including Narrogin School of Agriculture and Muresk College of Agriculture) ...	1,808,106	65,084	12,642	8,513	Dr. 29,405	...	115,644
Police Stations, Quarters, etc. ...	174,165	6,269	1,266	820	Dr. 9,942	...	18,297
Court Houses, Quarters, etc. ...	46,096	1,658	337	217	Dr. 1,298	...	3,510
Gaols ...	85,494	3,077	545	402	Dr. 20,138	...	24,162
Hospitals ...	1,233,126	44,366	8,203	5,805	13,731	...	44,663
Institutions ...	643,712	23,170	4,680	3,030	Dr. 6,129	...	37,009
Buildings generally ...	585,790	21,085	4,103	2,758	Dr. 27,631	...	55,577
	4,576,369	164,729	31,776	21,545	Dr. 80,812	...	298,862
<i>All Other.</i>							
Aborigines Stations ...	99,959	3,598	603	471	Dr. 6,703	...	11,465
Assistance to Industries	227,238	8,179	2,229	1,070	1,263	...	10,215
Bulk Handling, Bunbury	73,425	2,043	534	346	...	...	3,523
Ferries ...	10,725	386	60	50	Dr. 8,128	...	8,624
Loans to Public Bodies	71,103	2,559	529	335	2,337	...	1,086
Metropolitan Markets...	150,397	5,414	1,106	708	7,758	530	...
Miscellaneous ...	360,626	12,981	2,049	1,698	1,435	...	15,293
Pine Planting and Re-forestation ...	1,020,235	36,724	7,451	4,803	22,619	...	26,359
Plant Suspense ...	195,739	7,046	1,137	921	3,154	...	5,950
Roads and Bridges ...	3,443,985	123,968	25,153	16,214	41,046	...	124,289
Small Loans Scheme—							
Workers' Homes Board ...	6,180	222	61	29	318	6	...
Stock Suspense ...	13,500	486	99	64	Dr. 134	...	783
Tourist Resorts ...	75,284	2,710	550	354	1,983	...	1,631
Workers' Homes Board	705,767	25,404	5,156	3,323	22,845	...	11,038
Campion Alunite Deposits ...	389,147	14,008	2,173	1,832	...	...	18,013
Capital Adjustments and Unallocated Costs of Raisings ...	3,862,725	139,041	18,424	18,185	...	...	175,650
Special Deficit Loans ...	5,279,775	53,361	38,971	...	...	...	92,332
Balance of General Loan Fund ...	979,524	35,258	10,170	4,611	...	...	50,039
	16,965,334	473,988	116,545	55,014	89,793	...	555,754
<b>TOTAL ...</b>	<b>96,965,334</b>	<b>3,352,212</b>	<b>699,476</b>	<b>431,461</b>	<b>1,529,928</b>	<b>...</b>	<b>2,953,221</b>
<b>Public Debt, 30th June, 1946 ...</b>	<b>96,925,031</b>				<b>Net Deficiency ...</b>	<b>£2,953,221</b>	

(a) Actual Expenditure averaged over all assets.

(b) Includes £588,335 being part of Capital Expenditure on Harbours and Jetties controlled by Railway Dept.

(c) To this should be added £571,709 included in Railway Capital in respect of the following Harbours and Jetties—Albany, £106,312; Busselton, £35,006; Geraldton, £329,650; Esperance, £63,225; Port Hedland, £24,142.

(d) Includes £1,554,779 in respect of advances to settlers under Soldiers' Land Settlement Scheme.

(e) Represents expenditure by P.W.D. on roads, bridges and drainage, and by Lands Department on repurchased estates.

*In Return 11 the average cost of servicing the Public Debt has been applied to all undertakings. In Returns 12-13 the figures as shown have been prepared in accordance with the published Commercial Accounts of the Utilities.*

## [Return No. 12.]

## RETURN RELATING TO RAILWAYS.

—	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	miles. 4,381	miles. 4,381	miles. 4,381	miles. 4,381	miles. 4,381
Number of Miles Open ... ..					
	£ 26,190,866	£ 26,082,078	£ 26,102,361	£ 26,177,283	£ 26,347,848
Loan Capital ... ..	633,808	633,808	633,808	630,899	631,715
Revenue Capital ... ..					
Total ... ..	26,824,674	26,715,886	26,736,169	26,808,182	26,979,563
Working Expenses ... ..	3,025,919	3,447,512	3,795,929	3,764,290	4,026,706
Interest ... ..	1,032,870	1,031,816	1,042,828	1,050,469	1,039,816
Total Annual Cost ... ..	4,058,789	4,479,328	4,838,757	4,814,759	5,066,522
Gross Revenue ... ..	3,996,312	4,417,907	4,386,523	4,276,250	4,106,718
Loss ... ..	62,477	61,421	452,234	538,509	959,804

## [Return No. 13.]

## RETURN RELATING TO TRAMWAYS.

—	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	£ 1,155,290	£ 1,219,525	£ 1,227,954	£ 1,244,437	£ 1,247,988
Loan Capital ... ..	318,000	386,906	430,496	427,099	456,454
Working Expenses ... ..	45,327	47,700	47,962	48,308	48,407
Interest ... ..					
Total Annual Cost ... ..	363,327	434,606	478,458	475,407	504,861
Gross Revenue ... ..	402,145	469,575	515,304	507,509	521,093
Profit ... ..	38,818	34,969	36,846	32,102	16,232
Loss ... ..	...	...	...	...	...

*In Return 11 the average cost of servicing the Public Debt has been applied to all undertakings. In Returns 14-15 the figures as shown have been prepared in accordance with the published Commercial Accounts of the Utilities.*

## [Return No. 14.]

## RETURN RELATING TO ELECTRICITY.

—	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	£	£	£	£	£
Loan Capital ... ..	1,930,817	1,969,154	1,984,088	1,996,820	2,100,714
Working Expenses ... ..	360,455	394,738	466,424	498,053	579,825
Interest ... ..	78,156	78,126	78,002	78,336	78,281
Total Annual Cost ... ..	438,611	472,864	544,426	576,389	658,106
Gross Revenue ... ..	461,095	483,349	546,916	575,742	578,149
Profit ... ..	22,484	10,485	2,490	...	...
Loss ... ..	...	...	...	647	79,957

## [Return No. 15.]

## RETURN RELATING TO METROPOLITAN WATER SUPPLY, SEWERAGE, AND DRAINAGE.

—	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	£	£	£	£	£
Loan Capital ... ..	9,082,146	9,093,957	9,108,603	9,137,020	9,241,493
Working Expenses ... ..	100,233	106,709	114,869	112,531	130,736
Interest and Sinking Fund ... ..	437,653	449,692	455,996	456,798	459,100
Total Annual Cost ... ..	537,886	556,401	570,865	569,329	589,836
Gross Revenue ... ..	533,218	546,613	575,403	591,458	575,508
Profit ... ..	...	...	4,738	22,129	...
Loss ... ..	4,668	9,788	...	...	14,328



*In Return 11 the average cost of servicing the Public Debt has been applied to all undertakings  
In Return 16 the figures as shown have been prepared in accordance with the published  
Commercial Accounts of the Utilities.*

[Return No. 16.]

### RETURN RELATING TO GOLDFIELDS WATER SUPPLY.

—	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	£	£	£	£	£
Loan Capital ... ..	3,024,998	3,059,470	3,079,864	3,112,995	3,163,835
Working Expenses ... ..	145,889	137,843	148,470	180,800	182,507
Interest and Sinking Fund ... ..	203,578	208,156	209,798	211,537	214,426
Total Annual Cost ... ..	349,467	345,999	358,268	392,337	396,933
Gross Revenue ... ..	(a) 312,456	(a) 279,960	(a) 291,713	(a) 314,421	(b) 318,283
Profit ... ..	...	...	...	...	...
Loss ... ..	37,011	66,039	66,555	77,916	78,650

(a) Includes Commonwealth Grant, £8,074.

(b) Includes Commonwealth Grant, £6,198.

[Return No. 17.]

### SUMMARY OF TRADING CONCERNS.

—	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.
	£	£	£	£	£	£
Loan Capital ... ..	2,275,597	292,595	2,314,961	2,251,449	2,253,513	2,326,156
Revenue Capital ... ..	157,794	192,974	203,640	52,242	52,242	49,713
	2,433,391	485,569	2,518,601	2,303,691	2,305,755	2,375,869
Gross Revenue ... ..	1,477,420	1,427,369	1,133,405	1,519,006	1,539,856	1,807,909
Increase in Stocks ... ..	1,657	8,640	14,679	7,358	...	19,522
Decrease in Stocks ... ..	75,253	34,928	25,241	11,516	14,833	853
	1,403,824	1,401,081	1,122,843	1,514,848	1,525,023	1,826,578
Working Expenditure (a) ... ..	1,331,462	1,318,216	1,068,114	1,410,346	1,454,390	1,751,934
Interest and Sinking Fund ... ..	132,740	132,853	122,845	147,152	122,018	124,767
Depreciation ... ..	38,080	31,675	20,638	39,959	48,818	47,014
Superannuation ... ..	...	...	338	411	656	683
Total Annual Cost ... ..	1,502,282	1,482,744	1,211,735	1,597,868	1,625,882	1,924,398
Profit ... ..	...	...	...	...	...	...
Loss ... ..	98,458	81,663	88,892	83,020	100,859	97,820

(a) Includes provision for Bad Debts and Bad Debts written off.

*Note.*—Wyndham Meat Works—Financial years ended 31st January, 1939, 1940, 1941, 1944, 1945, 1946, 31st October, 1942. State Shipping Service—Financial year ends 31st December.

[Return No. 18.]

## RETURN RELATING TO STATE BRICKWORKS.

—	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.
	£	£	£	£	£	£
Loan Capital ... ..	52,231	52,231	52,231	52,231	52,097	52,097
Revenue Capital ... ..	1,774	1,774	1,774	1,774	1,774	1,774
	54,005	54,005	54,005	54,005	53,871	53,871
Gross Revenue ... ..	33,498	37,667	47,377	22,069	30,144	39,997
Increase in Stocks ... ..	...	854	...	993	...	90
Decrease in Stocks ... ..	10	...	766	...	1,343	...
	33,488	38,521	46,611	23,062	28,801	40,087
Working Expenditure ... ..	31,981	35,409	42,411	24,245	29,132	38,723
Interest and Sinking Fund ... ..	2,819	2,820	2,820	2,820	2,820	2,813
Depreciation ... ..	1,463	1,557	1,384	1,369	1,330	1,619
Superannuation ... ..	...	...	338	411	656	683
Total Annual Cost ... ..	36,263	39,786	46,953	28,845	33,938	43,838
Profit ... ..	...	...	...	...	...	...
Loss ... ..	2,775	1,265	342	5,783	5,137	3,751

[Return No. 19.]

## RETURN RELATING TO STATE ENGINEERING WORKS.

—	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.
	£	£	£	£	£	£
Loan Capital ... ..	121,554	141,554	163,548	175,980	182,460	180,348
Revenue Capital ... ..	123,509	123,461	123,461	...	...	...
	245,063	265,015	287,009	175,980	182,460	180,348
Gross Revenue ... ..	67,753	61,723	210,026	379,442	392,511	379,914
Increase in Stocks ... ..	...	5,270	14,079	6,305	...	...
Decrease in Stocks ... ..	822	...	...	...	9,739	853
	66,931	66,993	224,705	385,807	382,772	397,061
Working Expenditure ... ..	58,041	60,422	203,044	353,845	364,763	379,789
Interest and Sinking Fund ... ..	(a) 12,390	(a) 12,448	(b) 13,886	(b) 10,274	(b) 10,519	(b) 9,413
Depreciation ... ..	3,848	3,848	3,870	8,524	7,096	7,544
Total Annual Cost ... ..	74,270	76,718	220,800	372,643	382,378	396,746
Profit ... ..	...	...	3,905	13,164	394	315
Loss ... ..	7,348	9,725	...	...	...	...

Includes Sinking Fund (a) not charged, (b) charged, in the accounts of the Concern as follows :—

£304

£304

£366

£431

£444

£456

[Return No. 20.]

## RETURN RELATING TO STATE QUARRIES.

—	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.
	£	£	£	£	£	£
Loan Capital ... ..	39,931	39,931	39,931	38,601	38,601	37,634
Revenue Capital ... ..	872	872	872	872	872	872
	40,803	40,803	40,803	39,473	39,473	38,506
Gross Revenue ... ..	26,337	12,603	8,381	76	272	81
Increase in Stocks ... ..	1,657	...	...	...	...	...
Decrease in Stocks ... ..	...	1,091	1,160	446	200	...
	27,994	11,512	7,221	Dr. 370	72	81
Working Expenditure ... ..	26,978	12,430	8,320	601	70	82
Interest and Sinking Fund ... ..	2,133	2,131	2,131	2,132	2,106	2,061
Depreciation ... ..	2,343	2,254	1,249	47	...	...
Total Annual Cost ... ..	31,454	16,815	11,700	2,780	2,176	2,143
Profit ... ..	...	...	...	...	...	...
Loss ... ..	3,460	5,303	4,479	3,150	2,104	2,062

[Return No. 21.]

## RETURN RELATING TO STATE SHIPPING SERVICE.

—	1940.	1941.	1942.	1943.	1944.	1945.
	£	£	£	£	£	£
Loan Capital ... ..	631,751	631,751	631,751	346,396	346,396	346,396
Revenue Capital ... ..	...	45,000	75,000	...	...	...
Gross Revenue ... ..	241,353	247,842	128,733	277,594	264,625	281,719
Working Expenditure ... ..	263,940	275,682	166,471	291,985	300,438	328,971
Interest and Sinking Fund (a) ... ..	38,046	38,141	39,925	30,115	18,331	18,940
Depreciation ... ..	23,512	23,589	13,813	12,010	11,906	12,075
Total Annual Cost ... ..	325,498	337,412	20,217	334,110	330,675	359,986
Profit ... ..	...	...	...	...	...	...
Loss ... ..	84,145	89,570	91,484	56,516	66,050	78,287

(a) Includes Sinking Fund not charged in the accounts of the Concern as follows:—

£1,575	£1,579	£1,579	£866	£866	£866
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[Return No. 22.]

## RETURN RELATING TO STATE HOTELS.

	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.
	£	£	£	£	£	£
Loan Capital ... ..	86,569	85,069	82,068	80,257	78,358	76,482
Revenue Capital ... ..	5,524	2,539	2,533	2,529	2,529	...
	92,093	87,608	84,601	82,786	80,887	76,482
Gross Revenue ... ..	63,547	60,672	58,725	70,447	69,305	70,771
Working Expenditure ... ..	53,229	52,543	52,320	59,539	58,714	61,976
Interest and Sinking Fund ... ..	4,772	4,818	5,941	6,099	6,278	6,288
Depreciation ... ..	353	210	298	1,307	1,372	328
Total Annual Cost ... ..	58,354	57,571	58,559	66,945	66,364	68,592
Profit ... ..	5,193	3,001	166	3,502	2,941	2,179
Loss ... ..	...	...	...	...	...	...

[Return No. 23.]

## RETURN RELATING TO STATE SAW MILLS.

	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.
	£	£	£	£	£	£
Loan Capital ... ..	271,181	269,679	268,110	266,469	264,658	262,867
Revenue Capital ... ..	26,115	19,328	...	...	...	...
	297,296	289,007	268,110	266,469	264,658	262,867
Gross Revenue ... ..	578,349	696,551	665,817	607,288	573,223	548,263
Increase in Stocks ... ..	...	...	...	...	...	13,069
Decrease in Stocks ... ..	113	33,837	20,176	10,961	3,551	...
	578,236	662,714	645,641	596,327	589,672	561,332
Working Expenditure ... ..	559,944	(a) 592,307	(a) 572,016	557,135	540,659	538,847
Interest and Sinking Fund ... ..	16,280	16,195	15,047	15,045	15,035	15,024
Depreciation ... ..	6,561	(b) 217	(b) 24	2,559	3,300	5,086
Total Annual Cost ... ..	582,785	608,719	587,087	574,739	558,994	558,757
Profit ... ..	...	53,995	58,554	21,588	10,678	2,575
Loss ... ..	4,549	...	...	...	...	...

(a) Includes £5,000 paid to Mill Construction Reserve Account.

(b) On new assets only. Temporarily suspended on existing asset.

[Return No. 24]

## RETURN RELATING TO WYNDHAM MEAT WORKS.

	1-2-40 to 31-1-41.	1-2-41 to 31-1-42.	1-2-42 to 31-10-42.	1-11-42 to 31-1-44.	1-2-44 to 31-1-45.	1-2-45 to 31-1-46.
	£	£	£	£	£	£
Loan Capital ... ..	1,072,380	1,072,380	1,072,322	1,072,322	1,072,322	1,072,322
Gross Revenue ... ..	466,583	310,411	14,346	21,455	2,155	278,776
Increase in Stocks ... ..	...	2,516	...	...	...	6,363
Decrease in Stocks ... ..	74,308	...	3,130	109	...	...
	392,275	312,927	11,207	21,346	2,155	285,139
Working Expenditure ... ..	337,349	289,423	22,829	21,564	8,227	251,464
Interest and Sinking Fund (a) ...	56,300	56,300	42,895	67,019	53,616	56,300
Depreciation (b) ... ..	...	...	...	...	...	...
Total Annual Cost ... ..	393,649	345,723	65,724	88,583	61,843	307,764
Profit ... ..	...	...	...	...	...	...
Loss ... ..	1,374	32,796	54,517	67,237	59,688	22,625

(a) Includes Sinking Fund not charged in the accounts of the Concern, as follows:—

£2,681	£2,681	£2,681	£2,681	£2,681	£2,681
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(b) Depreciation on Stores.

[Return No. 25.]

## WEST AUSTRALIAN MEAT EXPORT WORKS.

	1943-44.	1944-45.
	£	£
Loan Capital ... ..	218,621	298,010
Revenue Capital ... ..	47,067	47,067
	265,688	345,077
Gross Revenue ... ..	207,621	190,388
Working Expenditure ... ..	152,387	152,282
Interest and Sinking Fund ... ..	13,313	13,928
Depreciation, etc. ... ..	23,814	20,362
Total Annual Cost ... ..	189,514	186,572
Profit ... ..	18,107	3,816
Loss ... ..	...	...

{Return No. 28.]

## THE AGRICULTURAL LANDS PURCHASE ACT, 1909, and AMENDMENTS.

Position of Estates under the above Act, at 30th June, 1946.

[Amount Authorised £1,500,000.]

Estates.	Receipts.				Payments.				Balances.		
	Proceeds of De- bentures.	Sale of Lots, Rents, etc.	In- terest.	Total.	Purchase Money.	Survey Expenses, Interest, etc.	De- bentures Re- deemed.	Total.	Amount Over- drawn.	In Hand.	In- vested.
	£	£	£	£	£	£	£	£	£	£	£
Anniebrook .....	4,992	1,251	.....	6,243	4,992	4,017	.....	9,009	2,766	.....	.....
Avondale .....	49,049	118,296	3,417	166,802	40,949	61,021	49,949	160,919	.....	5,743	.....
Baaton .....	32,875	38,393	.....	66,268	32,875	31,965	.....	64,840	.....	1,428	.....
Bowes .....	54,352	60,822	17,588	168,761	54,352	60,891	54,352	169,595	839	.....	.....
Brunswick .....	5,650	0,797	1,605	17,052	5,650	5,925	5,650	17,225	173	.....	.....
Bucklands .....	30,162	45,474	.....	75,636	30,162	15,624	30,162	75,948	312	.....	.....
Henty .....	4,526	0,609	34	14,169	4,526	4,608	4,526	13,661	.....	508	.....
Homebush .....	1,250	1,979	742	3,971	1,250	1,471	1,250	3,971	.....	.....	.....
Jelcobine .....	8,320	18,899	361	27,580	8,320	10,296	8,320	26,936	.....	645	.....
Jingalup .....	2,734	2,714	15	5,463	2,734	2,850	2,734	8,327	2,864	.....	.....
Kockatea .....	16,170	8,700	.....	24,870	16,170	12,130	.....	28,300	3,431	.....	.....
Marildin .....	4,452	7,914	1,740	14,115	4,452	5,210	4,452	14,120	5	.....	.....
Mendel .....	10,586	12,708	224	29,518	16,586	13,494	.....	30,080	562	.....	.....
Narra Tarna .....	24,119	41,018	3,881	69,018	24,119	21,412	24,119	69,650	632	.....	.....
Norman .....	7,000	11,444	4,303	22,747	7,000	8,747	7,000	22,747	.....	.....	.....
Oakabella .....	22,000	41,488	12,018	75,506	22,000	26,320	22,000	70,320	.....	5,187	.....
Pickering .....	4,295	2,111	100	6,512	4,295	3,678	.....	7,973	1,461	.....	.....
Porongorup .....	1,764	966	39	2,769	1,764	1,305	.....	3,129	360	.....	.....
Ulljugalup .....	3,350	5,826	1,124	10,300	3,350	2,957	.....	6,307	.....	.....	3,992
Weirs .....	700	.....	.....	700	700	541	.....	1,241	541	.....	.....
Wongoody .....	42,260	10,551	.....	58,811	42,260	31,312	.....	73,572	14,700	.....	.....
Yandanooka .....	140,000	307,953	16,162	464,115	140,000	165,786	140,000	445,786	.....	18,329	.....
Estates under S.S. Scheme .....	.....	307,219	.....	307,219	.....	237,252	.....	237,252	.....	69,966	.....
	477,506	1,097,132	63,368	1,638,006	477,506	728,887	354,515	1,560,908	28,700	101,806	3,992
										105,798	
										Credit Balance, £77,098	

[Return No. 27.]

## DISSECTION OF CONSOLIDATED REVENUE FUND EXPENDITURE, 1938-39 to 1945-46.

Item.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
	£	£	£	£	£	£	£	£
Interest .....	3,440,331	3,528,758	3,540,508	3,546,625	3,497,501	3,486,511	3,413,765	3,354,082
Sinking Fund .....	449,074	481,561	516,635	556,298	594,154	606,080	711,623	729,732
Exchange .....	470,829	492,989	503,482	498,242	497,167	503,219	506,104	471,997
Unemployment Relief .....	46,859	53,580	26,215	4,824	3,818	645	591	271
Salaries and Wages .....	4,306,034	4,435,780	4,328,906	4,596,107	4,587,714	5,091,049	5,224,667	5,685,008
Materials .....	1,049,207	1,009,158	995,293	1,068,618	1,259,319	1,472,251	1,622,746	1,876,115
Grants .....	189,815	138,538	166,092	151,038	151,259	172,449	215,849	625,538
Pensions .....	134,241	142,525	196,017	232,390	252,904	272,206	325,331	318,842
All other .....	1,083,712	983,884	1,147,809	1,285,441	2,283,406	2,006,765	1,928,604	1,345,978
Total .....	11,170,102	11,266,768	11,420,957	11,938,381	13,127,242	13,551,164	13,949,340	14,407,557

[Return No. 28.]

## LOAN REPAYMENTS.

## RECEIPTS AND EXPENDITURE.

Year ended 30th June.					Receipts.	Expenditure.	Balance in Hand.
					£	£	£
1928	...	...	...	...	154,108	...	154,108
1929	...	...	...	...	235,404	33,297	358,215
1930	...	...	...	...	153,583	216,647	293,151
1931	...	...	...	...	84,248	...	377,399
1932	...	...	...	...	112,361	171,800	317,960
1933	...	...	...	...	91,751	249,275	160,436
1934	...	...	...	...	100,935	215,740	45,631
1935	...	...	...	...	150,507	97,064	99,074
1936	...	...	...	...	107,906	74,791	132,189
1937	...	...	...	...	122,975	78,376	176,788
1938	...	...	...	...	134,462	154,825	156,425
1939	...	...	...	...	147,040	153,105	150,360
1940	...	...	...	...	127,470	101,086	176,744
1941	...	...	...	...	127,889	140,202	164,431
1942	...	...	...	...	171,232	89,867	245,796
1943	...	...	...	...	281,355	184,707	342,444
1944	...	...	...	...	256,153	198,896	399,701
1945	...	...	...	...	207,075	222,493	384,283
1946	...	...	...	...	287,043	210,595	460,731

[Return No. 29.]

## SUMMARY OF TRANSACTIONS OF FUNDS, THE EXPENDITURE OF WHICH IS NOT SUBJECT TO PARLIAMENTARY APPROPRIATION, FOR YEAR ENDED 30TH JUNE, 1946.

Fund.	Balance, 1st July, 1945.	Receipts during Year.	Payments during Year.	Balance, 30th June, 1946.
	£	£	£	£
Hospital Fund ( <i>see</i> Return No. 30)...	46,222	301,575	319,623	28,174
Forest Improvement and Reforestation Fund ( <i>see</i> Return No. 31) ...	8,643	119,478	126,719	1,402
Road Funds ( <i>see</i> Return No. 32) ...	816,757	785,166	549,104	1,052,819
Metropolitan Markets Trust ...	7,145	21,579	(a) 19,260	9,464
Fremantle Harbour Trust ...	...	847,491	(b) 847,491	...
Bunbury Harbour Board ...	3,004	20,568	20,878	2,714
	881,771	2,095,877	1,883,075	1,094,573

(a) Includes payments on account of—Interest, £7,574; Sinking Fund, £1,085; and Profits, £185.

(b) Includes payments on account of—Interest, £141,911; Sinking Fund, £26,462; Replacement Fund, £2,000; and Surplus Cash, £123,837.

[Return No. 30.]

## HOSPITAL FUND.—TRANSACTIONS DURING THE YEARS 1941-42 TO 1945-46.

	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
<i>Receipts.</i>	£	£	£	£	£
Balance from previous year ...	5,560	17,900	51,070	44,519	46,222
Hospital Tax Collections ...	292,700	275,750	275,750	275,750	275,750
Treasury Grants ...	6,000	30,000	...	20,000	20,000
Miscellaneous Receipts ...	2,207	2,306	3,381	5,685	5,825
	306,467	325,956	330,201	345,954	347,797
<i>Payments.</i>					
Administration Expenditure ...	5,133	2,294	2,263	3,458	4,171
Hospitals Expenditure—					
Departmental ...	101,908	87,118	104,273	122,164	136,748
Non-Departmental Subsidies, etc.	179,416	171,631	175,615	169,583	169,720
Miscellaneous ...	2,110	13,843	3,531	4,527	8,984
Balance at end of year ...	17,900	51,070	44,519	46,222	28,174
	306,467	325,956	330,201	345,954	347,797

Return No. 31.]

## FORESTS IMPROVEMENT AND RE-FORESTATION FUND—TRANSACTIONS DURING THE YEARS 1941-42 TO 1945-46.

	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
<i>Receipts.</i>	£	£	£	£	£
Balance from previous year ...	97,853	107,472	78,722	68,592	8,043
Appropriation from Revenue Fund	52,206	39,710	(a) 71,735	(b) 43,051	(c) 93,375
Sundry Receipts ...	11,957	10,010	26,832	22,052	26,103
	162,016	157,192	177,289	133,695	128,121
<i>Payments.</i>					
Expenditure on Forest Improve- ments and Re-forestation during the year ...	54,544	78,470	108,697	125,052	126,719
Balance at end of year ...	107,472	78,722	68,592	8,643	1,402
	162,016	157,192	177,289	133,695	128,121

(a) Includes Special Grant, £45,000.

(b) Includes Special Grant, £15,000.

(c) Includes Special Grant, £45,000.



[Return No. 32.]

## ROAD FUNDS.—TRANSACTIONS DURING THE YEAR 1945-46.

	Main Roads Contribu- tion <sup>a</sup> Trust Account.	Metro- politan Traffic Trust Account	Transport Co-ordina- tion Fund.	Federal Aid Roads Agree- ment Account.	Total
	£	£	£	£	£
Balances from Year 1944-45 .....	110,772	30,538	42	669,355	810,767
Receipts during Year—					
License Fees and Permits .....		152,593	37,106		189,759
Contributions by Local Authorities .....	25				25
Premiums on Omnibus Routes .....			220		220
Commonwealth Grant .....				594,787	594,787
Miscellaneous Receipts .....				43	43
Other Receipts in Suspense .....			145		145
	110,797	183,181	37,573	1,284,185	1,601,736
Transfers to other Funds .....				33,643	33,643
Transfers from other Funds .....	33,643		187		33,830
Totals .....	160,440	183,181	37,760	1,280,542	1,601,923
Payments during Year—					
Administration, Plant, Office Equipment, etc. ....		17,508	7,357		24,865
Transferred to Consolidated Revenue Fund .....		33,643			33,643
National Debt Commission Sinking Fund .....					
Treasury—Interest, Sinking Fund, and Prem- iums .....		7,398	220		7,618
Road Construction, Maintenance, Surveys, etc. ....	14,750	8,104		330,654	353,508
Distributions to Local and Statutory Authorities .....		99,250	27,436		126,686
Other Payments in Suspense .....			273		273
Subsidies paid for the operation of various Road Transport Services .....			2,515		2,515
	14,750	165,899	37,601	330,654	549,104
Balances in hand at 30th June, 1946 .....	135,690	17,282	Dr. 41	899,888	1,052,819

[Return No. 33.]

TOTAL NET COLLECTIONS OF STATE TAXATION TAKEN TO THE CONSOLIDATED REVENUE FUND,  
TRUST ACCOUNTS, AND SPECIAL ACCOUNTS, FOR THE YEAR ENDED 30TH JUNE, 1946.

Particulars.	Paid to C.R. Fund.	Paid to Trust or Special Accounts.	Total.	Taxation per Head. (c)
	£	£	£	£ s. d.
Probate and Succession Duties ... ..	262,280	...	262,280	0 10 8
Other Stamp Duties ... ..	292,766	...	292,766	0 11 11
Land Tax ... ..	111,353	...	111,353	0 4 7
Income Tax—Commonwealth Reimbursement (a) .....	2,546,000	...	2,546,000	5 3 7
Liquor Licenses ... ..	90,057	...	90,057	0 3 8
Racing—				
Stamp Duty on Betting Tickets ... ..	31,250	...	31,250	0 1 3
Totalisator Duty ... ..	172,141	...	172,141	0 7 0
Totalisator Licenses ... ..	1,759	...	1,759	0 0 1
Stamp Duty on Tote Dividends ... ..	1,424	...	1,424	...
Motor Taxation ... ..	23,289	367,496	390,785	0 15 11
Other Vehicles ... ..	...	4,555	4,555	0 0 2
Entertainments—Commonwealth Reimbursement .....	(b) 98,196	...	98,196	0 4 0
Vermin Tax ... ..	...	22,834	22,834	0 0 11
Licenses, not elsewhere included ... ..	14,137	...	14,137	0 0 7
	3,644,652	394,885	4,039,537	8 4 4

(a) This amount includes arrears of State Income Tax, £36,996; Goldmining Profits Tax, £12; Financial Emergency Tax, £6,028; and Hospital Tax, £2,936: Total, £45,972. From this Commonwealth Reimbursement Grant an amount of £275,750 was paid to Hospital Trust Fund.

(b) Includes State Collections, £12.

(c) Based on estimated mean population for year 1945-46, viz., 491,579.

[Return No. 34.]

## STATEMENT SHOWING RECEIPTS FROM COMMONWEALTH, 1901-02 TO 1945-46.

Year.	Contri- bution to Sinking Fund.	Contri- bution towards Interest.	Surplus Revenue Re- turned.	Payment per Head, 25/-.	Special Payment to W.A.	Interest on Trans- ferred Prop- erties.	Dis- abilities Grant.	Total.
PERIOD COVERED BY BRADDON CLAUSE.								
*1901-02 to 1910-11	£ ...	£ ...	£ 18,872,722	£ ...	£ ...	£ ...	£ ...	£ 8,872,722
PERIOD COVERED BY PER CAPITA PAYMENTS AND SPECIAL PAYMENT TO W.A.								
1911-12 to 1926-27	...	...	...	6,632,264	2,556,248	462,010	565,905	10,216,427
PERIOD COVERED BY FINANCIAL AGREEMENT ACT.								
1927-28 ...	77,908	1483,286	...	...	...	25,775	300,000	886,969
1928-29 ...	91,598	1463,578	...	...	...	47,868	300,000	903,044
1929-30 ...	97,863	473,432	...	...	...	...	300,000	871,295
1930-31 ...	106,166	473,432	...	...	...	...	300,000	879,598
1931-32 ...	118,946	473,432	...	...	...	...	300,000	892,378
1932-33 ...	126,781	473,432	...	...	...	...	500,000	1,100,213
1933-34 ...	136,826	473,432	...	...	...	...	600,000	1,210,258
1934-35 ...	143,871	473,432	£133,000	...	...	...	600,000	1,350,303
1935-36 ...	151,247	473,432	£35,000	...	...	...	800,000	1,459,679
1936-37 ...	157,016	473,432	£33,000	...	...	...	800,000	1,163,448
1937-38 ...	162,524	473,432	...	...	...	...	575,000	1,210,956
1938-39 ...	167,013	473,432	...	...	...	...	570,000	1,210,445
1939-40 ...	174,765	473,432	...	...	...	...	595,000	1,243,197
1940-41 ...	177,423	473,432	...	...	...	...	650,000	1,300,855
1941-42 ...	181,808	473,432	...	...	...	...	630,000	1,285,244
1942-43 ...	183,295	473,432	...	...	...	...	800,000	1,456,729
1943-44 ...	183,922	473,432	...	...	...	...	850,000	1,507,357
1944-45 ...	192,447	473,432	...	...	...	...	904,000	1,569,870
1945-46 ...	185,900	473,432	...	...	912,559	...	950,000	2,521,819
Total, 19 years ...	2,817,319	8,995,208	201,000	...	912,559	73,643	11,024,000	24,023,792

\* First complete year under Federation. † Including £868,963 from Special Tariff provided under the Constitution of the Commonwealth for 5 years after the imposition of uniform Customs duties.  
 ‡ Special payment under States Grant Act, pending passing of the Financial Agreement Act.  
 § Proportion of Commonwealth Surplus distributed to States.

## GRANTS FOR ROADS, UNEMPLOYMENT, AND ASSISTANCE TO INDUSTRIES FOR YEAR 1945-46—PAID TO TRUST FUNDS.

Federal Roads Agreement Act—		£	£
Contributions from Petrol Tax :			
For Roads	...	577,164	
For Sinking Fund	...	17,623	
			594,787

Service.	Loan Li- ability.	Expenditure :					Receipts.	Net Ex- penditure.	Cost per Head.  (*)	
		Indirect.		Direct.		Total.				
		Interest and Ex- change.	Sinking Fund.	Con- solidated Revenue Fund.	Trust and Special Accounts.					
<b>1.—Education—</b>										
(a) Education Department and Schools ...	£ 1,515,807	£ 61,698	£ 11,070	£ 916,256	£ ...	£ 989,024	£ 23,956	£ 965,068	£ 1 19 3	
(b) University ... ..	34,115	1,389	249	52,539	...	54,177	...	54,177	0 2 2	
(c) Technical Education ... ..	141,779	5,770	1,035	110,664	...	117,469	8,369	109,100	0 4 6	
(d) Agricultural Education ... ..	116,285	4,733	849	42,903	...	48,485	12,894	35,591	0 1 6	
(e) Library, Museum, Observatory ...	35,956	1,463	263	11,517	...	13,243	445	12,798	0 0 6	
(f) Deaf, Dumb and Blind ... ..	884	36	6	3,600	...	3,642	...	3,642	0 0 1	
Total 1 ... ..	1,844,826	75,089	13,472	1,137,479	...	1,226,040	45,664	1,180,376	2 8 0	
<b>2.—Health, Hospitals, and Charities—</b>										
(a) Public Health ... ..	...	...	...	50,711	...	50,711	16,046	34,665	0 1 5	
(b) Care of Sick and Mentally Afflicted, Health of Mothers and Children	1,607,892	65,447	11,743	178,580	407,221	662,991	†142,726	520,265	1 1 5	
(c) Recreation Facilities ... ..	...	...	...	8,300	...	8,300	...	8,300	0 0 4	
(d) Relief of Aged, Indigent and Infirm, Child Welfare ... ..	101,855	4,145	744	111,484	...	116,373	41,885	74,488	0 3 0	
(e) Miner's Phthisis ... ..	...	...	...	45,768	...	45,768	25,000	20,768	0 0 10	
(f) Natives... ..	99,959	4,069	693	80,211	...	84,973	22,976	61,997	0 2 6	
(g) Unemployment Relief ... ..	...	...	...	1,964	...	1,964	...	1,964	0 0 1	
Total 2 ... ..	1,809,706	73,661	13,180	477,018	407,221	971,080	248,033	722,447	1 9 5	
<b>3.—Law, Order and Public Safety—</b>										
(a) Administration of Justice ... ..	46,096	1,875	337	104,925	...	107,137	117,541	Cr.10,404	Cr.0 0 5	
(b) Police ... ..	194,776	7,928	1,423	301,725	...	311,076	55,081	255,995	0 10 5	
(c) Gaols and Reformatories ... ..	85,494	3,479	545	54,195	...	58,219	6,138	52,081	0 2 1	
(d) Public Safety ... ..	...	...	...	27,112	...	27,112	10,041	17,071	0 0 9	
Total 3 ... ..	326,366	13,282	2,305	487,957	...	503,544	188,801	314,743	0 12 10	
GRAND TOTAL ... ..	3,980,898	162,032	28,957	2,102,454	407,221	2,700,664	483,098	2,217,566	4 10 3	

(\*) Based on estimated mean population for year 1945-46, viz., 491,579.

(†) Includes £87,598, Patients' Fees paid to Hospital Fund.

## RAILWAYS.—STATEMENT SHOWING TONNAGE AND EARNINGS ON GOODS CARRIED.

Class of Goods.	1941-42.		1942-43.		1943-44.		1944-45.		1945-46.	
	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.
Coal, Coke, and Charcoal .....	288,728	10.95	283,338	10.51	257,127	10.04	267,675	9.21	307,896	11.27
Ores and other Minerals .....	200,968	7.62	175,985	7.02	145,151	5.67	214,289	7.38	278,090	10.20
Wool .....	32,621	1.24	39,829	1.59	42,423	1.66	34,525	1.19	36,433	1.36
Hay, Straw, and Chaff .....	33,631	1.27	33,709	1.35	37,603	1.47	55,939	1.93	38,235	1.40
Wheat .....	666,860	25.27	442,478	17.67	539,066	21.06	801,887	27.61	571,272	20.94
Other Grain and Flour .....	143,359	5.43	143,041	5.71	170,118	6.64	201,375	6.93	178,818	6.56
Firewood .....	83,777	3.18	133,055	5.31	117,092	4.57	102,380	3.52	93,423	3.42
Local Timber .....	332,600	12.61	278,989	11.06	243,190	9.50	223,287	7.69	251,778	9.23
Imported Timber .....	597	.02	289	.01	181	.01	172	.01	349	...
Fruit and Garden Produce .....	84,039	3.19	86,220	3.44	80,670	3.15	93,770	3.40	107,727	3.95
Fertilisers .....	178,939	6.78	130,691	5.22	130,540	5.10	208,086	6.99	260,513	9.55
All other goods .....	592,352	22.44	779,080	31.11	798,976	31.13	701,046	24.14	608,162	22.12
Total .....	2,638,469	100.00	2,504,682	100.00	2,560,137	100.00	2,904,431	100.00	2,727,702	100.00

Class of Goods.	1941-42.		1942-43.		1943-44.		1944-45.		1945-46.	
	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.
Coal, Coke, and Charcoal .....	£ 181,638	6.88	£ 150,161	5.57	£ 145,459	5.41	£ 159,715	6.02	£ 174,454	6.75
Ores and other Minerals .....	74,912	2.83	70,806	2.74	63,400	2.36	88,109	3.32	100,610	4.24
Wool .....	84,748	3.20	105,537	3.76	112,127	4.13	92,496	3.48	97,104	3.75
Hay, Straw, and Chaff .....	26,780	1.01	28,069	.93	30,081	1.12	42,930	1.62	30,599	1.18
Wheat .....	419,308	15.85	279,339	9.96	300,093	11.18	400,222	15.09	374,192	14.46
Other Grain and Flour .....	75,857	2.88	82,083	2.92	88,830	3.31	108,229	4.07	101,455	3.92
Firewood .....	19,875	.75	37,227	1.33	32,903	1.22	30,945	1.17	29,138	1.13
Local Timber .....	267,670	10.12	263,018	9.37	217,885	8.12	211,219	7.95	219,428	8.48
Imported Timber .....	907	.03	340	.01	192	.01	94	...	178	.01
Fruit and Garden Produce .....	99,327	3.75	103,838	3.88	102,335	3.81	119,340	4.49	128,413	4.88
Fertilisers .....	46,529	1.77	36,780	1.31	39,190	1.46	62,154	2.34	78,818	3.06
All other goods .....	1,346,871	50.93	1,639,822	58.22	1,552,351	57.82	1,339,885	50.45	1,245,557	48.15
Total .....	£2,644,422	100.00	£2,306,110	100.00	£2,684,846	100.00	£2,655,938	100.00	£2,586,939	100.00

[Return No. 37.]

## TRADE, PRODUCTION, POPULATION, Etc.

	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.
Railway and Tramway Revenue	£3,711,597	£3,754,454	£3,932,510	£3,883,367	£3,802,365	£3,908,540	£4,301,502	£4,916,122	£4,934,929	£4,780,818	£4,665,321
Railway Mileage (Route) ....	4,358	4,357	4,376	4,378	4,381	4,381	4,381	4,381	4,381	4,381	4,381
Wool exported ....	£4,671,736	£4,164,433	£3,161,540	£3,270,580	£4,131,875	£1,559,585	£5,433,041	£2,378,527	£5,879,587	£4,553,439	(e)
Wool produced (c)— (quantity—lbs.)	85,706,700	68,537,200	64,739,400	72,475,000	75,400,000	69,427,000	77,657,000	95,718,000	102,759,000	84,141,000	132,067,300
(value)	£4,793,147	£4,020,713	£3,183,641	£2,962,860	£4,054,729	£3,656,984	£4,164,000	£5,907,000	£6,370,720	£5,256,000	£5,211,793
*Wheat produced (bushels) ....	23,315,417	21,549,000	36,224,800	36,843,600	40,861,000	21,606,000	37,500,000	20,700,000	18,550,000	15,872,000	20,500,000
Wheat produced (value) ....	£4,639,768	£5,947,524	£7,426,084	£4,494,919	£7,269,318	£4,182,255	£7,345,000	£4,689,000	£4,220,000	£3,525,000	£5,213,225
*Hay produced (tons) ....	504,571	412,982	450,419	437,809	475,677	375,143	414,115	277,957	314,359	338,912	1280,000
Gold produced (b) (value) ....	£6,713,027	£8,191,168	£9,438,078	£10,784,852	£12,057,448	£12,000,027	£10,770,977	£7,167,716	£5,058,480	£5,018,160	£5,353,214
Coal produced (value) ....	£334,797	£326,756	£362,196	£371,713	£361,152	£367,403	£431,005	£475,078	£523,724	£598,694	£632,180
Other Minerals produced (c) ....	£113,140	£140,446	£200,817	£187,592	£129,036	£238,733	£157,621	£160,868	£201,999	£250,231	£321,170
Timber exported ....	£675,932	£699,613	£932,394	£721,941	£628,352	£790,876	£699,661	£605,940	£613,994	£570,028	£722,090
Timber produced ....	£1,161,031	£1,368,591	£1,425,342	£1,341,975	£1,317,031	£1,301,777	£1,366,742	£1,453,637	£1,348,973	£1,355,267	(e)
†Number of Sheep ....	11,082,972	9,007,585	8,732,076	9,177,531	9,574,443	9,516,272	9,722,780	10,424,385	11,102,936	10,048,587	(e)
†Number of Cattle ....	882,761	792,508	740,241	767,680	799,175	788,928	839,731	831,231	870,939	852,563	(e)
†Number of Horses ....	160,181	155,177	151,067	143,679	139,207	130,057	124,402	112,732	106,743	96,528	(e)
Area of land selected (acres)....	281,921	521,117	718,823	627,443	305,213	346,365	172,120	123,044	197,373	231,400	229,022
Area of land leased (acres) ....	4,613,172	3,926,517	3,883,060	3,201,701	2,795,938	2,509,275	2,244,369	1,655,497	1,902,737	1,960,825	1,168,645
Area of land under cultivation	14,908,072	15,218,254	15,679,891	15,852,929	16,112,071	15,931,281	16,085,051	(e)	(e)	(e)	(e)
(d)											
*Area of land under crop (acres)	3,726,324	3,851,676	4,108,021	4,683,333	4,286,935	3,088,308	3,816,622	2,784,000	2,744,000	2,756,000	(e)
Tonnage Shipping, Inwards ....	3,827,038	3,729,523	4,104,022	4,251,368	3,710,116	3,040,611	2,545,823	1,435,241	1,585,935	1,590,820	(e)
Tonnage Shipping, Outwards ....	3,831,105	3,773,536	4,111,171	4,326,529	3,751,135	3,087,389	2,507,742	1,467,405	1,579,656	1,528,336	(e)
Exports, including Gold ....	£18,891,679	£20,991,133	£23,100,537	£23,006,410	£24,576,754	£24,839,479	£25,351,484	£16,362,003	£19,532,146	£19,403,033	(e)
Exports, excluding Gold ....	£12,165,281	£13,040,185	£13,746,172	£12,296,535	£12,473,441	£12,191,568	£14,064,806	£3,435,851	£15,833,325	£10,390,608	(e)
Imports (Australian Currency)	£17,380,382	£19,442,750	£20,032,599	£19,394,166	£20,616,054	£19,083,215	£18,751,860	£16,449,262	£17,574,227	£18,483,052	£22,159,734
Savings Bank Deposits ....	£9,463,344	£9,716,932	£10,004,412	£10,602,036	£10,039,271	£10,193,000	£12,153,422	£17,468,535	£20,346,899	£21,262,769	£32,817,664
Savings Bank Withdrawals ....	£8,958,575	£9,425,588	£9,853,281	£10,285,055	£10,641,171	£9,657,730	£11,000,730	£11,626,377	£13,766,931	£15,826,571	£28,074,891
Population end of Financial Year	450,243	454,231	460,161	465,429	470,751	474,610	470,005	479,624	485,407	490,990	494,400

\* Season ended 28th February.

† As at 31st December of year first mentioned.

(c) Calendar year first mentioned.

(d) Area cropped, cleared, fallowed, ringbarked, etc.

† Preliminary figures, liable to slight revision.

(e) Not available.

(b) Australian Currency Value.